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IND

MOTOCROSS ACTION MAGAZINE

34485 SEPTEMBER 75¢

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250 TESTS:
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SUZUKI CHAMPION, O.K.

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GERRIT WOLSINK TALKS DIRTY

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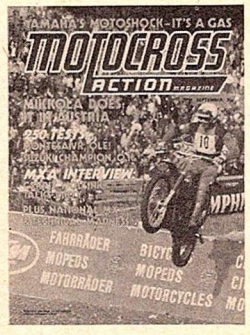

'73 Trans-AMA Series winner Adolf Weil drops his Maico's rear knobby over the KTM Moped sign at the Austrian Grand Prix in Sittendorf. Foreign exchange photo by the cosmopolitan David Maltais.

NEXT ISSUE
ON SALE SEPTEMBER 3

MIC
MOTORCYCLE INDUSTRY COUNCIL

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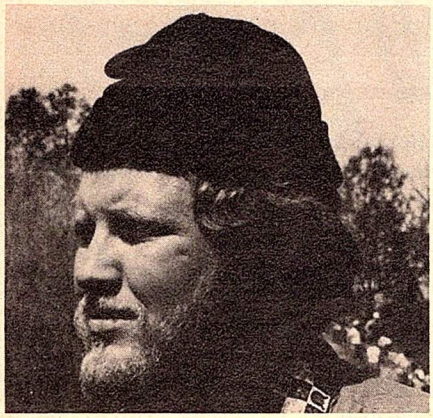
WFO



it's in the works (get it? *Works.* Ahahahahaha)

by Mike Kerley

I just got through reading a long, doleful letter from my main man in Europe outlining all the problems that Jimmy Pomeroy has been having over the GP season. Everything from slipping clutches to every-race fork changes have plagued the Yakima Yowler, and despite the fact that he's been riding well, as of this writing he hasn't piled up many points. The impression here is that while the man was ready for the start of racing season, the machine wasn't.

How can that be? Easy. First off, racing technology is changing so quickly now that it's getting harder and harder to keep a bike both current and "right" at the same time. If Miroslav Jacobelli shows up at the Montenegran Grand Prix on a 437 Undersquare Atavist equipped with training wheels, and wins, soon everyone else is going to 1) protest, and 2) be working on training wheel technology. So one of the biggest factors now in professional racing is how quickly a team can adapt successfully to new technology as it becomes available. Roger DeCoster's ability to rework his bike in the midst of last year's GP season won him the title. It took Ake Jonsson a little longer to get his Yamaha set up to his personal satisfaction but once he had, he won three of the season's last four GP motos.

So technical changes during the season have become a fact of life. But it's hard on the racers, and even harder if they happen to work for a factory which isn't really dialed into the realities of motocross.

For instance, take the case of Tommy Skyshot, up-and-coming young rider for the (Brand Name Deleted) Racing Team. Tommy doesn't know much about motorcycles, but he knows what he likes. This does present a problem, however, when he tries to explain to his mechanic "Sam" what he thinks is wrong with his bike. An additional problem is that "Sam" doesn't speak English. So Tommy is reduced to dealing with the company executives. They speak English, but with a Madison Avenue dialect. The dialogue usually goes something like this . . .

EXEC: Hey Tommy, how are ya, boy! Here, sign this for my kid, will ya? He idolizes you, ya know? 'Course, if you keep riding like you did in last week's race I don't know how long that'll go on, but . . .

TOMMY: Yeah, well, I know that 39th out of a field of 40 isn't so hot, Mr. Milhouse, but (expletive deleted) I was lucky to even qualify, you know?

EXEC: Still having bike problems, eh Tommy? Actually, I figured that as soon as I saw your new cast. Goes real nice with the bandage over your eye. Say! I bet if we were to have all your casts and bandages painted in the team racing colors of chartreuse and tangerine, we would get a lot of mileage out of it in the press.

TOMMY: I don't know, Mr. Milhouse, my girl friend throws up every time she sees me dressed up in my leathers as it is.

EXEC: Tommy, you know your contract calls for . . .

2nd EXEC: Let's discuss all that later, Dick. I'm sure Tommy's girl will see reason if we give her a new (Brand Name Deleted) Mini-Moto XR to play with.

TOMMY: Hey man, lighten up! I'll do *anything* you say, just don't do that. I kinda dig the chick, you know, and I saw what happened to that ten-year-old kid you were sponsoring on that turkey.

EXEC: Well, we'll talk about that later. Back to business. What's wrong, Tommy? Didn't that trick setup we tried at the rear axle work?

TOMMY (looking at cast): Whadda you think?

EXEC: I don't understand it! We copied that exactly from those charts and diagrams in *Cycle Globe & Dilettante's Monthly*, and they were *sure* it would work. And who should know better? After all, they have more advertising than any magazine in the industry.

TOMMY: Oh yeah, I saw that article, the one about getting "power to the ground." Well, maybe they were right about the key to winning being getting the power to the ground and keeping it there. But I think (expletive deleted) I *know* now, that that ain't the way to do it!

EXEC: Those ten-pound lead weights on each side of the swingarm just don't do the trick, eh?

TOMMY: Well, it keeps the rear wheel on the ground all right, but it's kind of a bummer when you hit a pothole or try to fly a jump. I endoed six times and looped at least eight Sunday. In the first moto.

EXEC: Yeah, I know. I saw the bike. Someone from advertising is entering it in the free form sculpture exhibit down at the savings and loan this weekend.

TOMMY: Far out! You mean I don't have to ride it next week?

EXEC: Nope, we got a brand-new one for you, straight from the factory! It incorporates all the design changes I've asked for, based on what we've learned from past efforts.

TOMMY: Fantastic! You mean no more off-set wheels, or power-assist brakes, or . . .

EXEC: Well, no. Of course we're retaining those ideas (revolutionary, if I do say so) for modification and refinement later, but this one's different. The front end's set up like a trials bike (whatever that is), and there's a little lever that allows you to drop the seat and rear fender assembly in front of anyone trying to pass you. What do you think of *that!*

TOMMY (shudders): A *trials* bike! I don't know, man . . .

2nd EXEC: Just think of the advantage you'll have in the corners!

TOMMY: I was thinking more of what it'll be like flying off the top of Framesmasher Hill. (Shudders again.) And about that seat. What happens after I've pulled the lever? Whadda I *sit* on?

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EXEC: You don't. You stand up, just like the Europeans. Like Robert, for example.

TOMMY: The only time Robert ever stood up was to order another beer. 'Course, Andersson stands up all the time, but that's only because he can't bend his knees anymore. I think his leathers are made of magnesium.

EXEC: Whatever. Anyway, if he can do it, so can you. Right?

TOMMY: Not exa . . .

EXEC: Good! Now, just wait till we tell you what we've got in the works — ahahahaha. Get it? *Works!* You know, like, "*works* bike." Anyway. We're working on a revolutionary concept that's going to change motocross completely! Something more important than the monoshock suspension, or the forward mounted suspension, or even the two-stroke engine!

TOMMY (dubiously): Yeah? What's that?

BOTH EXECS: Front wheel drive!!

TOMMY (beginning to back, painfully, toward the door): Front

Continued on page 9

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by Paul Boudreau

MOTOCROSS ANNIE

I couldn't believe it when I saw their rig drive into the pits last Sunday. I hadn't seen those two critters since they were run out of the Goose Hollow Grand Prix for trying to enter a 360 Cappra in the 125 class. (They would've pulled it off if Sam hadn't fired it up before it was time. When the other riders heard that thing come on like a string of firecrackers in a sewer pipe ... well, it was only the efforts of cool-headed officials that saved them from being staked out naked in the first turn.) But there they were: the most notorious pair of racing hooligans since Bonnie and Clyde switched to four wheels, Motocross Annie and her ol' man Sam.

You could tell Annie was behind the wheel just by the way that '37 Ford "Farm Special" flatbed came careening through the pit gate in a full-lock power slide, the rusted-out body listing at an alarming angle, green smoke and empty wine bottles erupting through Sam's custom "sun roof" ("Got stoned an' did it mahself with mah trusty cuttin' torch."). And their machines — a Ducati 450 RT and a Bultaco 360 El Bandito, said to be the very one that drove Bruce Maguire into monastic seclusion in the Algonquin mountains, flopping from side to side like boats in a storm loosely restrained by 17 years of accumulated clothesline. Racers and spectators dove for cover as Annie E-braked the flatbed sideways past the sign-up booth, clanged the outraged gearbox into reverse and back-shot the whole thing expertly into a row of port-a-cans, sending several can-ees hopping around in circles trying to get their leathers up. Spying an empty space between two vans, she ground it back into one of the few remaining forward gears and did a tire-rending burn across to the other side of the pits, narrowly missing the gate attendant who'd been chasing them on foot demanding to be paid the entrance fee. Wedging itself in, the old Ford came to rest like a gypsy circus wagon hitting a brick wall at full tilt.

Empty chain-lube cans, kinked-up cables, bent sprockets, assorted pieces of chewed fiberglass, dozens of corroded pistons and broken rings, hundreds of greasy spark plugs and literally thousands of mungy nuts, bolts and washers came spilling out the back of the flatbed like a junkyard in a panic stop. A startled chicken flapped wildly out from under a wheel well and disappeared over a fence. Two cats exploded from behind a toolbox and yowled their way through the pits in a cloud of flying fur and claws. The door fell off the driver's side and landed in the dust like a dropped frying pan. A headlight ....

"TARNATION!, Sam, you you good berm-chewing puddle of gearbox drip; I thought I told you to fix that door two weeks ago! You're about as useless as a 501 Maico with a stuck throttle. By the buckles of my Big Johns, the only way to get things done around here is to do 'em myself. Flab o' Jeezbut!"

It was Motocross Annie swinging her 220-pound hulk down from the driver's seat, bellering like a reed valve fog horn and feeling nastier than a freeze dried pole cat. She picked up the door, slammed it back into the vacated door hole, and delivered it a kick with her size 14 Big Johns that moved the truck three inches sideways. As if without question, the door stayed put.

"Come on, you lazy pile of toe bung, get out and help me unload these-here motorcicles."

"Aw, Annie," moaned Sam from within the smoky cab, "ah'm a-comin'."

The right-hand door swung open and two of the ugliest, mangiest hound dogs that ever violated the face of the earth tumbled out and began marauding around the pits in ever-widening circles, peeing on everything in sight, stopping only to scratch, bite and otherwise pick themselves in obscene places, making obnoxious snorting sounds through their noses and generally grossing out every man, woman and child within grossing distance.

Following the two beasts came Sam, who also holds a respected position among ugly, mangy hound dogs. At five foot ten and 240 pounds, this bullet headed bozo looks like a *Dirt Bike Magazine* reject who'd been left outside during a bad winter. Loosely termed a "couple," Motocross Annie and Sam made a beautiful pair.

"C'mon, Leadbutt," hollered Annie through her 36mm exhaust port, "let's get this heap unloaded."

Looking like two monstrous beavers building a dam, the two went about clearing the gear from the back of the flatbed. First came the toolboxes, one an old Hood milk box full of giant, brown, open end wrenches bearing nebulous identification such as "4," "½" and "XX," and the other a dented desk drawer containing more sophisticated instruments such as a scummy compression gauge with a broken glass, a slightly bent torque wrench registering 20 pounds at rest, a collection of chromed Zody's tire irons, two number six vice grips — each with its adjusting screw missing, a three-foot cross cut saw, an unbelievably huge brown crescent wrench, and "Old Harangue," Sam's six-pound sledge. ("It's mah universal tool. Ah use it t'keep mah swingarm straight.")

Next came a set of unmatched lawn chairs, several unmarked wooden boxes, two unwholesome beer coolers, an unstrung banjo, a party bucket of fried chicken, a ten-gallon drum with sparks and

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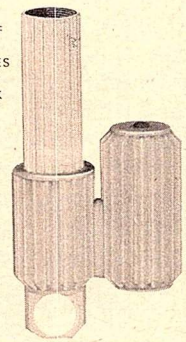

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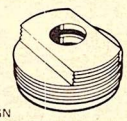

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flashes of light coming from the spout mysteriously labeled "FUEL," and, of course, the bikes. Everything went off without a hitch 'til Annie started rolling out the Ducati.

"Sufferin' chain snatch, Sam! Drag yer disgustin' body over here and give me a hand with this boat anchor. Flummery! I got my dang trouser leg caught on th . . . OH, OH! LOOK OUT, HONEY! WE'RE A-COMIN' OFF THE RAMP!"

And off the ramp they came; 700 pounds of combined man, woman and Ducati 450 RT in a tight barrel roll right into the pile of lawn chairs, brown wrenches, fried chicken, yowlin' cats and pickin' dogs.

"Jumpin' jugs o' Molly Blue! Can't you do anything right, you run-downed, dried-up heap of knobby bait? Porkhound! Now clean up this mess while I go sign up."

"Aw, Annie," moaned Sam from beneath the downed Duke. Annie dusted off her "Leonard's Saloon and Card Parlor" T-shirt,

Continued on page 15

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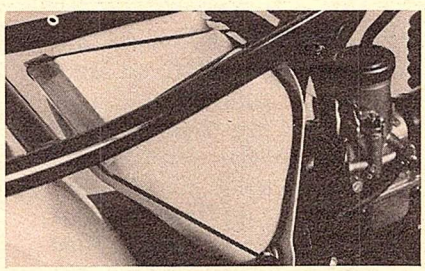

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CHECK WITH THE CHAMP

by Jeff Smith

I am writing to you in the hope that you can offer some suggestions that will help me get more out of my daily practices. It seems I have reached a plateau and am not getting any faster. I have been practicing daily for eight months, but have noticed no improvement for the last two.

I spend most of my practice in cornering techniques, because it seems to be where a race is won. I try to corner as fast as possible, with as little traction loss as I can manage. I have a circuit of four "tracks" for practice, and each one contains different surfaces, angles and cornering directions. But despite my practice, in the last two or three months of daily practicing my lap e.t.s and my speed through the corners have not improved and remain uncompetitive. What should I do?

F.M.B.
U.S. Postal Service,
Kansas

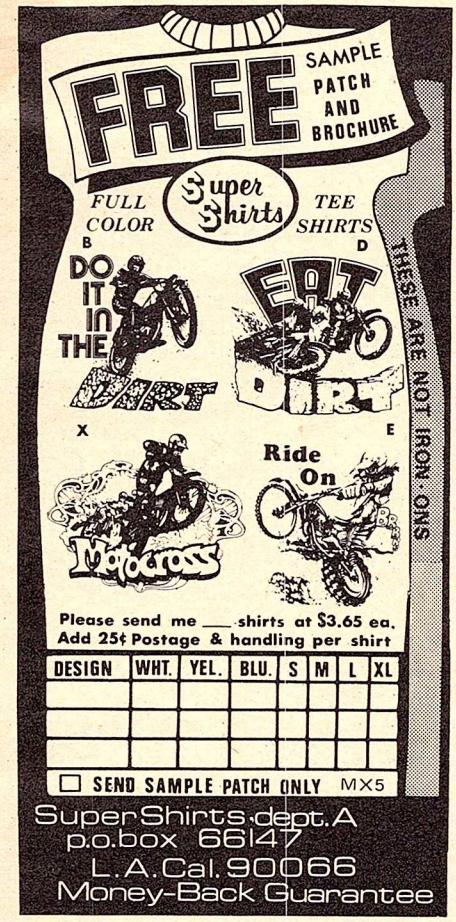
Practice sessions never can reproduce those conditions experienced while actually racing, so practice should be confined to refining those areas where you're deficient. Hours and hours of grinding practice will lead to two problems: an unremitting struggle to keep the machine running, and boredom. They say that keeping the ball away from soccer players makes them hungry for it. The same rationale could be applied to the ardent motocross rider. Half an hour a day is quite sufficient to practice on a motorcycle — but make it hard, meaningful practice. Look for the improvement on the racetrack not on the practice circuit. Another half-hour of physical training would make this man hard to beat if he has any talent at all.

I have a lot of problems. I have a Honda CR 250 and I have problems when racing it. I've been riding bikes for five years, and racing for two years, but whenever I run into mud I go totally out of control — well, almost. After two years, this is the first year that I've really been able to race on a mud track. What is the best way to race in about two to three inches of mud? Should you go WFO, stand up, sit down? What's the best way to handle a muddy straightaway? What about a turn? Should I stand up, or what? Also, what's the best way to take a jump with mud at the bottom (where you land)?

Dan Ivanciw
Kittanning, Pennsylvania

Racing in muddy conditions can be really great fun. Probably the most elementary mistake made is to try to use the same tire pressures used for racing in the dry. If the going is slippery, let the tires down to between six and ten pounds. Now you can start looking for and finding grip. Particularly if you have sharp edges to your tire knobs. If not, then take some time out to sharpen up the leading edges. This can be done very successfully with a hacksaw blade sharpened to a razor's edge on a grindstone.

Racing in mud is a question of throttle control and confidence. So forget WFO — whatever that means! You must stand more often than in a dry event, but there are also occasions for sitting, since in this position you will achieve maximum traction. On a straight it is often best to avoid where other people have driven, especially the deeper ruts. Try to avoid too much foot work, since this will tire you quickly. On turns, generally find the assistance of a rut and use a leg as a prop. Jumping into mud is tricky and often dangerous, since the machine may stop while you will certainly carry on. A general rule would be to be extremely careful to seek out the firmest landing area, and once it has eroded, be prepared to ride down the jump. There is, of course, the alternative of reaching a little further with your jump and clearing the section! *



WFO

Continued from page 5

wheel drive!?!?

EXEC: Sure. Look, it's simple. I've read that the really hot racers are working on riding techniques where they get their weight forward off a jump to get the bike down sooner. So they land on their front wheel. But that's inefficient, because the *rear* wheel is the drive wheel. By making the front wheel the drive wheel, we're giving you, oh, an extra tenth-second to get your power to the ground! Think of the advantage you'll have! You'll blow by Karsmakers and those other dudes off the jumps!

TOMMY: Oh, (totally gross multi-word expletive deleted)! What happens in the *turns*, you (ultimately offensive characterization deleted)?

EXEC: Watch it, young man! I think your father would be very displeased to hear about that kind of language coming from you — at least he'd better be, if he wants to

Continued on page 16

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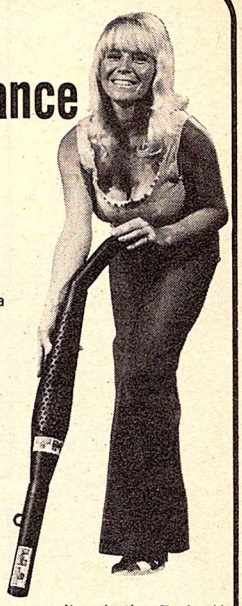

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1149	Stem Guard (Goose Neck Pad)	1.79
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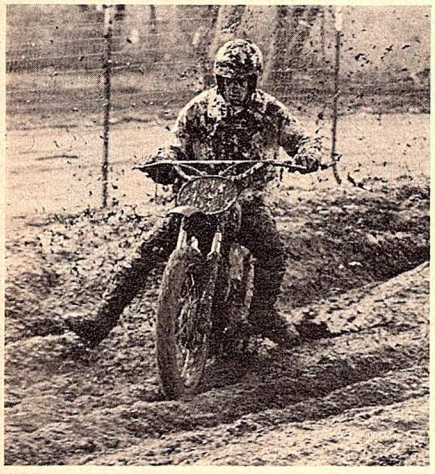

Yeah, we know, we know. Our caption editor blew it when he said that Kent Howerton was riding a Husky in the June issue, page 39. It was really an AMP/CZ, and we're sorry. But it was a natural mistake. Things hadn't even stopped splashing when the bike died, so we figured . . . . Well, you get the picture. If it makes you feel any better, the caption editor is now working as the chain tensioner on Tony DiStefano's CZ. Doing a good job too, except that he gets motion sickness through the whoops.

***

Al Buck of Al Buck Films (clever name) is still working on a feature length semi-documentary Panavision four-channel stereo movie about motocross and motocross racers. After spending most of his adult life hassling with Hollywood types, manufacturers, distributors and others of the gray flannel industry clique trying to make his movie a reality, Al is down to his last pair of shoes. But he's vowed not to quit. All he needs now is a backer or group of backers to finance the operation. In case you money movers out there in magazine land haven't heard, anything to do with motocross is a hot investment. You know: five'll getcha ten and stuff like that. Anyhoo, Al Buck of Al Buck Films can be contacted through Huntsville Honda, 624 East 11th Street, Huntsville, Texas 77340; (713) 295-6802.

* * *

Speaking of Texas, how would you corn-o-crossers like to see a super motorcycle park pop up in the hills of central Texas? Pretty soon, pretty soon . . . .

* * *

Ken Clark, Yamaha Team Manager, quit. Keep in touch, Ken. We really dig ya.

* * *

"HOT DAMN!", and other regional expressions. Well may you wonder what the three fetish-clad tootsies are doing clustered around the mustachioed lime sherbet in the photo which accompanies. Well may we, for that matter. Seems that these nubile nymphets, these lissome lovelies, these pearls on the sensualist's tree of delights, are none other than the o-fish-al "Pocono Mamas," whose duty it be to rock out to the music during the three-minute countdown before each moto during the Pocono (that's Pennsylvania) Motocross Challenge Series. A really fine innovation, we feel, since it would tend to take the racer's mind off nerve-wracking trivia like when the starter's going to drop the

gate. Left to right, you got your Mary Seber, your Linda Collins and your Donna Guss. The lime thingiebob with its fingers halfway up Linda's T-shirt is studiously stern Jeff Dale, the motorcycle is a KX 250, the sidestand is by Milk Crate and the track looks like *the* warm pancake for the KX's rather specialized suspension. See you in Pocono, mama.

***

Whoops. Alan Turton, Janene's source for a new last name, found out something about the new 125 Bultaco that you'll probably want to know if you happen to own a new 125 Bultaco. Alan is a partner in Steve's Bultaco of Van Nuys, California, and Steve's was noticing that the 125s were holing pistons faster than a CR125 on a machine-gun practice range. After various head scratchings and chin pullings, Alan found out that there's a little piece in the silencer that was mashed flat during production. So the stock unit is *seriously* restrictive, and the piston factory's on overtime. If you own a new Bul and you're having like troubles, you might want to check this out. Your dealer should stand good for it.

***

Sigh. Richard Waldrop of San Diego opines that since Rokons are a minority cycle, just to be fair everyone should have a "token Rokon." A minority cycle, eh?

***

If you read Mike's column last month where he was ranting, raving and otherwise carrying on about California's new registration law for competition machines, but snorted something about not caring how the hell they do it in California, then this may interest you. The word is that Delaware and Arizona are now considering similar laws. Looks like a nationwide trend in the making. You might want to contact your local representative and tell him your views on this kind of rip-off, before your money-hungry state bureaucracy gets to him. "New sources of revenue," is the magic word for those guys, and it looks like we're it.

***

Terry Pratt, who wrote the U.S. Grand Prixview in the last issue, wants us to swear to the fact that he included Heikki Mikkola's name in his list of those most likely to win this year's 500cc World Championship. It just got lost in the editorial shuffle somehow. This is very important, since 1) Heikki won five out of the first six GP motos this year, and 2) Terry said he'd eat a copy of MXA if one of the guys he listed didn't win the title. If Terry gets stuck on this one, we recommend soy sauce as a spicer-upper, since MXA is very organic but lacking in salt content.

***

Hey, hey, hey, looks like Baz's article on women racers didn't come a moment too soon. The May 20 issue of the *AMA News*

officially lists Mary Tripes (rumored to be a close relation of Marty's) as fifth in the National 250 points standings. Attagirl Mary, go get 'em!

***

Look for a new kind of test in MXA in the near future. Since Honda hasn't changed the Elsinores too much since they first blew everyone's mind about a year and a half ago, we're going to do it for them. Like maybe GP swingarms and some trick shocks we've been sponsored to. And maybe some fork work and some . . . ah well, you'll just have to wait and see, you impatient devils.

***

Another thing we're working on is a little brother to *U.S. Stars*. It's going to be called (brace yourselves) *European Stars*, and will be available in stores of good taste before the Trans-AMA. Lots of neat pictures, including the relatively unknown but lightning-fast Wolfgang Pfenningmeister. Will Wolfgang dominate the '74 Trans-AMA, like Adolf dominated last year's and Ake did in '72? Hang in there and find out. *

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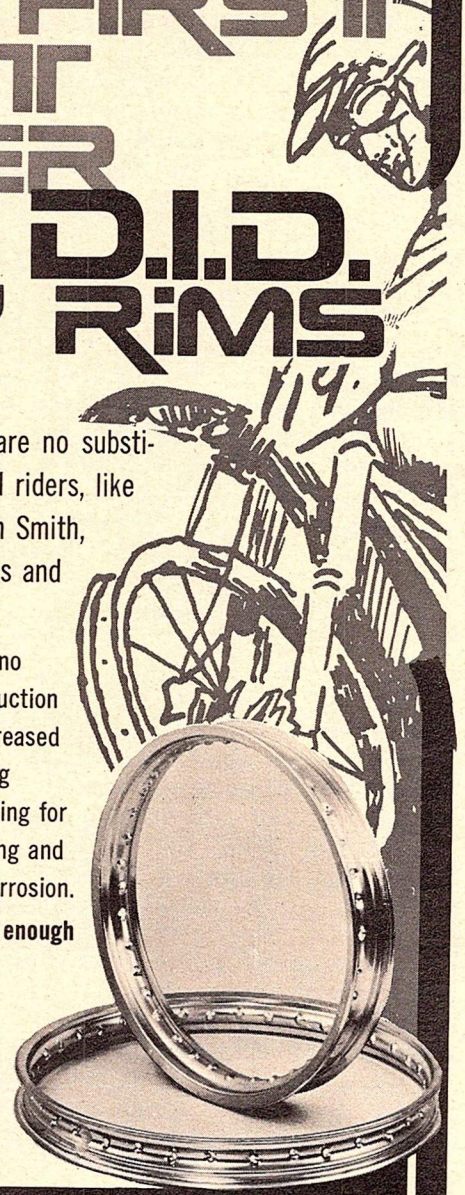

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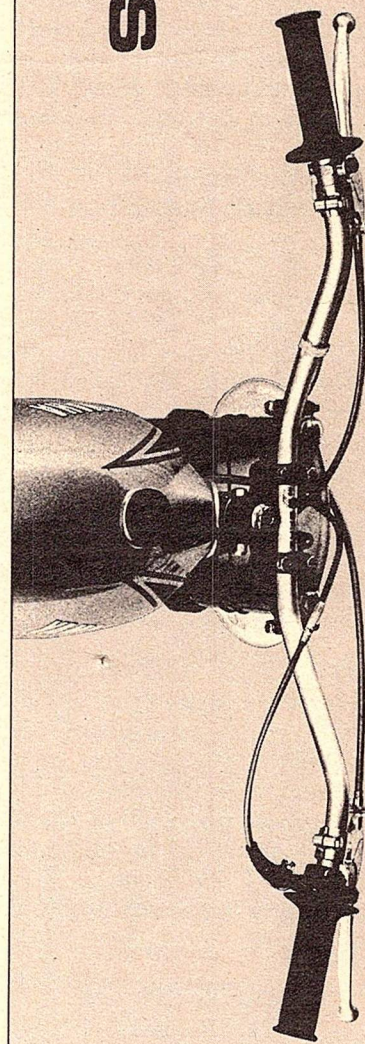

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MAIL ENTRIES

SEARCHIN'
FOR MAH BABY

Recently, I tried to purchase a copy of your magazine. My venture took me from a Thrifty Drug Store to a Jordan's supermarket, followed by four liquor stores and two Seven-Eleven stores, all in Goleta. Well, I ended up with no magazine and an empty gas tank. What gives? Let's have more "Action" in Santa Barbara.

Paulette Napoleone
Santa Barbara, California

Yours is a plight that gets us where we live (and eat), Paulette. We've found out the hard way that it's about as easy to get a new magazine on most stands as it is to win the Belgian GP on a Harley. We're doing our best; but meanwhile, if you and all the other folk having trouble finding MXA would consistently leave your local magazine dealers little reminders (Ruthie Crafts of Savannah, Georgia, tells us that a mosaic of potatoes and carrots spelling out MOTOCROSS ACTION Magazine in the prosthetic aids section of your supermarket is a surefire attention-getter), or threaten to take your business to one of the 47 other fine stores in the neighborhood (so lie) which stock MXA, I'm sure they'll eventually get the message.

CORRECTIONS AND
OTHER FOOF

First of all I gotta tell you your mag is the greatest invention since Maguras — but you screwed up. On page 39 of your June issue that doesn't look like any Husky I've ever seen. Looks more like an Action Supply CZ. Your second goof was printing the letter Bill Hughes wrote you. Doesn't he know motocross is a filthy sport? The reason, by the way, that I'm writing so crummy is I rode my friend's Rickman 125 and it beat my hands to death. Oh, and tell Tom Taggart my Combat Wombat will cream his Rickie, or I'll tell everyone what WFO means. Chrome rules.

Jay Jensen
Denver, Colorado

You're right about the CZ. We just dropped our caption editor into the sheep tank.

WOMEN

Thank you Baz, for your beautiful article on women racers. Thank you for understanding how *I* feel about bikes and racing. Thank you for recognizing my calluses, bruises and various other injuries as signs of life, and not depravity. Thank you for noticing that in the past two years I've gone from a size 5 jacket to a size 11 without weight gain, because I'm very proud of the effort it took to get those wide shoulders. And thank you for finding them attractive (yes, I do take these things personally). Thank you for not patronizing or putting down. Thank you for thinking I'm *more* of a woman, not less, because I race.

Carolyn Mitchell
Vista, California

AH,ANGER

Tell Greg Vietz (June, Mail Entries) to pull his head out!! Maybe he was asleep when the Trans-AMA Series went through. As for the 250 Maico's winning ability, ask John Campbell of Dodge City. He cinched the No. 1 250 KMSA Expert Motocross plate midway through the season, having 478 more points than the second place finisher. Brad Emery smashed Missouri competition in the 250 Expert, earning 1300 more points than the second placer. And don't forget Adolf Weil, who usually rides 250. He does OK. And you might want to take a look at how many privateers are using Maicos and how many are using Hondas. Even Rich Eierstedt says the Radial is a better race bike than the Elsinore!

Ken Kurz
Leawood, Kansas

MISC. DUMMIES

You bunch of dummies. You blew it — at least I hope you blew it, or I'm going to feel like a dummy. On page 33 of your June issue there is a picture of a girl riding with a kid on her bike. You say the bike is a Sherpa, but it looks like a Pursang to me. Well, did you blow it or am I a dummy?

Steve Pokorny
Fenton, Missouri

You're the dummy. Dee Granger, the moto woofie who owns the bike, tells us it is indeed a Sherpa, but with a bunch of Pursang parts. You were close, Pokorny, but no cigar.

OVER THERE

Speaking of overseas motocross tracks, there're plenty around. I'm currently stationed in West Germany and there are five of us who race somewhere different every weekend. Some of these tracks are German-run, and some American, but all very good.

Now that I've had a chance to ride over here, I can see why the Europeans have dominated the sport for so long. Reason being that all the tracks are laid out on natural terrain, and are really rugged, but plenty fast.

I got the chance to see DeCoster, Aberg, Jonsson, Kring, Wolsink, Schutz and Bauer do their thing in a pre-season at Gaildorfer, West Germany. Bauer put it on them!

Keep up the good work.

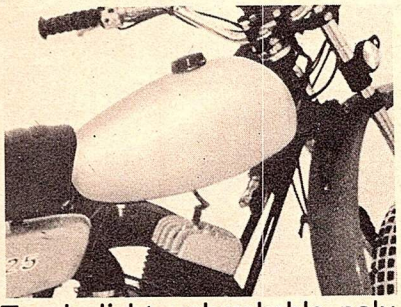
Dave Carroll
Mannheim, West Germany

LIGHTER

I read every issue of MX ACTION because it's the best, with all the race coverage and tech articles. I recently saw the picture of the 167-pound CZ, and I remember some older ones with guys holding up the front of Suzuki 125s. I thought you might be interested in showing the readers this photo of me with my new Ossa Phantom 250. It weighs an honest 198 pounds dry! This is without question the lightest 250cc production bike, and I feel it is the quickest 250 and the prettiest dirt bike I've ever seen. Keep up the great coverage, fellows.

Randy Lovegrove
Oak Ridge, Tennessee

JIFFY CYCLE TANK



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COMING OUT OF THE BERM?

Perhaps you could help me. I finally decided to move up to a larger machine, but not being a master mechanic I need help in one area. My last bike was a Super Rat, and not wanting to sacrifice the fine handling of the stock frame and magnificent swingarm, I have decided to replace the varmint's engine with that of a Honda 750 Four. My questions are . . .

1) Do you know who makes an 8.50x18 knobby (preferably eight-ply)?

2) Where can I find a skid plate that measures 34 inches by 37 inches by 43 inches?

3) Would a fork brace help its high-speed maneuverability?

4) And last, are unbreakable fenders really strong enough for my machine, or should I adapt stock Honda chrome fenders to the Rat's frame?

Thanks for your time, and I'll see you coming out of the berm.

Bob Johnson
Long Beach, California

The hell you will. *

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WRENCH WRACING

BLEW IT AGAIN

Recently, while reading the excellent June issue, I discovered several discrepancies that amazed me as to their high content of ignorance. (That's probably because we were high when we wrote it.-*ed.*) First, you said in Wrench Wracing that you could use outboard motor oil in your racer. Ho, Ho! Outboard motor oil, for all you shade trees out there, is used for water-cooled outboards that run at a fixed throttle setting, quite different from a Hodaka B. (Scene: the screech of a melting piston in a cherry-red cylinder. Er!) *Never, ever* use outboard oil. It is no good. Also, you said in the Race Prep article that you recondition a copper head gasket by heating it and tossing it in water. Wrong again. You're supposed to heat it and let it cool slowly. If you toss it in water, it makes it too hard to conform to surface irregularities. Otherwise, MXA is the second greatest. First is *Dirt Bike.*

Bill "The Wrench" Kincaid
Dunwoody, Georgia

You got me on the outboard motor oil, although I'm still gonna use it in my Evinrude 250 MX. As far as fixing up a copper head gasket, let me quote from a random Triumph shop manual: "The copper cylinder head gasket should be either renewed or reconditioned by annealing it to restore the sealing qualities of the copper. Annealing is achieved by heating the gasket to cherry-red heat and quenching it in water. Finally, remove any scale that may have formed by means of a piece of fine grade emery cloth." By the by, when are you going to stop polluting your mind with that other trashy magazine?

POWER FOR WHEELIES

I have a '69 Yamaha AT-1 and my friend has a Honda SL70. My Yamaha has 11½ horsepower and his Honda has about 6½. In second gear he can do a wheelie and I can't. Why?

Jimmy Seymour
Doraville, Georgia

'Cause you're not trying hard enough. Sit farther back and give the bars a tug. AT-1s wheelie forever.

ELECTRO CROSS?

Are there any accessories in the line of extension cords for my ¼-horsepower Electro Crosser? There's nothing like running WFO and having some goon pull your plug.

Jeff Ruell
Alpena, Michigan

You won't need an extension cord. Just hook the leads up to your handlebars. Then for an hour before your moto, scurry around on carpet with leather-soled Norstars. When the gate drops, just grab the bars and you'll take off like a 450 Kawasaki. Just remember not to shake hands with the guy next to you before the race. And be sure you're completely discharged before kissing the trophy girl.

THE "RACER'S EDGE" AIN'T

A friend of mine said that you can put STP oil treatment in your gearbox. I say no, it will make your clutch slip. Who is right?

Barry Toy
Cherry Hill, New Jersey

You are. It say right on de can: "Because of STP oil treatment's superior lubrication properties, it should not be used in wet friction type clutches." Or something like that. (Sorry, Andy, but ah just hadda tell 'em.)

PENTON PROBLEMS

I've got problems with my Penton. When I take it out in the morning and go to fire it up, it won't. I always have to push it the first time. Then, after it gets hot, the engine won't idle for anything. But once it's going, it really moves. Is it the Motoplat?

Ted Mason
Wichita, Kansas

Naw, sounds more like the ol' Bing-a-roo. Try going up one or two sizes on the pilot jet and make sure there are no air leaks in the intake pipe. Check your spark plug and make sure it's screwed in tight. Badly worn rings will also cause such symptoms. So will apple pie in your float bowl.

BUM STUD ELSINORE

The rear sprocket studs on my CR125 Elsinore broke off. I have a 4.00 Eagle MX tire on it. Do you think that's too much tire?

Mark Fields
Seffner, Florida

The CR125 Elsie will easily pull a 4.00 Eagle. Your problem is not keeping the sprocket bolts tight. Because the Honda sprocket is shock mounted, there is longitudinal (whew!) stress along the bolts. This makes them stretch and get loose. You probably don't check them, because you think those locking tabs are keeping the nuts tight. They aren't. The hot setup is to get rid of the locking tabs, use Loctite or aircraft nuts and check them after each moto. Loose sprocket bolts will shear off faster than a Tootsie Roll in the hands of a fat baby. *

BAZZER'S BOX

Continued from page 7

lumbered over to the sign-up booth, slammed her 4.50 fist down on the counter, flipping a dozen little yellow pencils into the air and demanded: "Whar's the Hill?"

"W-w-what hill?" stammered the little sign-up guy.

"The *climbin'* hill, you runty little pointy-headed turkey neck. Ain't this the Annual Orphan Maker Hillclimb?"

"Ah, n-no, ah, ma'am. This is the Sod Busters Motocross."

"MOTORCROSS? Goldangit, Sam. SAM! This-here feller says it ain't no hillclimb, it's a *motorcross*. LOAD UP! We're a-headin' back to Raccoon Junction."

And so, reloaded with bikes, tools, lawn chairs, coolers, banjo, chicken, "FUEL," yowlin' cats and pickin' dogs, Motocross Annie and her ol' man Sam headed off for parts unknown in their flatbed Ford, looking for a hillclimb but probably settling for a motocross. Maybe next week they'll show up at *your* track. Y' never know. *

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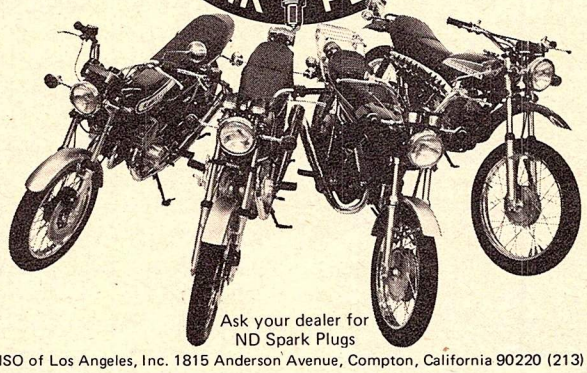

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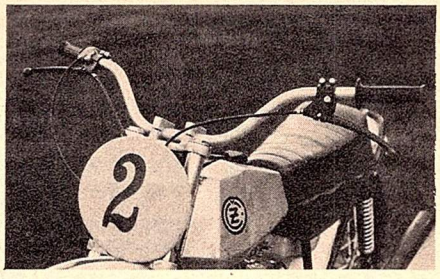
THANKS TO THE SPACE PROGRAM . . .

Going so fast you can't keep track of yourself? Far out, but then what do you need us for? What you probably need is one of these "Accusplit" electronic stopwatches from Suzuki Fun Center. The Accusplit digital stopwatch incorporates two split timing functions and also a time-out feature, thus "enabling the operator to time an infinite number of partial times with the watch continuing to measure overall time." Sounds complicated to us, but what do we know? The Accusplit features solid-state/quartz circuitry and a two-year warranty, with 1/100 of a second accuracy. Unit price is just $199.50, and an extra $12.50 will get you a leather case to carry it in. Not bad at all when you consider a motorcycle can cost you up to $3000 these days. Lap-time fetishists can get theirs from the Suzuki Fun Center, Dept. MXA, 515 N. Victory Blvd., Burbank, California 91502.



BAR ONE

OK. According to these figures, it requires 1639 inch-pounds (whatever those are) to bend 7/8-inch diameter chrome moly. And it requires 2650 inch-pounds to bend 7/8-inch diameter solid stock aluminum. Therefore, solid stock aluminum is stronger. Which, coincidentally, brings us to these solid stock aluminum handlebars being sold by Inter-Am Bike Supplies. These bars are available in anodized silver, black or gold, and strength-testing lab reports are available on request. More information, bars and a pretty brochure are available from Inter-Am Bike Supplies, Inc., Dept. MXA, 751 Monroe Way, Placentia, California 92670.

HANG HOW MANY?

Win or lose (it says here), you'll feel better in a Kawasaki Hang Ten jersey. We'd say that depends on the accessories, but then we don't often get a chance at accessories like this because whenever we try to smile pretty our Jofas crack. Anyway, Kawasaki Hang Ten jerseys can be had in stripes, solids, long sleeves, short sleeves *(short* sleeves?!?), and in exclusive Kawasaki Team Lime Sherbet designs. The price is apparently negotiable, the young lady apparently a professional model and the young man had better watch out when he's around piano key fetishists. You can get yours from your local Kawasaki dealer. Mention MOTOCROSS ACTION, and he'll give you a special price on E-flat. *

WFO

Continued from page 9

keep that plush job and plusher secretary I arranged for him in the Lubrication Division.

2nd EXEC: There, there, I'm sure Tommy didn't really mean it, did you kid? Anyway, here's how we see it. Turns are a problem, sure, but we've got R&D working on it. They're trying to come up with a (you'll really dig this!) expanding chain!

TOMMY: All your chains are expanding chains, that's why I use something else.

2nd EXEC: No, I mean on *purpose.* See, when you turn the bike, the chain will stretch. When you straighten it out again, it snaps back. Whadda ya think of *that?!*

TOMMY: I'll turn in my leathers on the way out. A lot of the sequins got scraped off Sunday, but other than that . . .

BOTH EXECS: You mean you're *quitting?!*

TOMMY: You got it, man. I'm only 19 ya know. I'd kinda like to be 20 some day. (leaves)

EXEC: These damn kids these days. They're so . . . ungrateful! Yeah, that's it, ungrateful. No loyalty. When I think of all we've done for that boy . . .

2nd EXEC: Maybe we approached him wrong, Dick. Maybe if we'd told him first how we're going to coat all our frames and engine cases with sponge rubber so that spectators don't get hurt when you hit them, he would have reacted differently. I know he felt kind of bad after he wiped out those two old ladies in wheelchairs in the pits at Des Moines.

EXEC: (snappishly): That wasn't *his* fault, and I'll never understand why he was so upset. After all, he had to check the jetting on our new triple slide carburetor, didn't he? Fortunes of war, I say. Oh well. Call up that other kid — what's his name . . .?

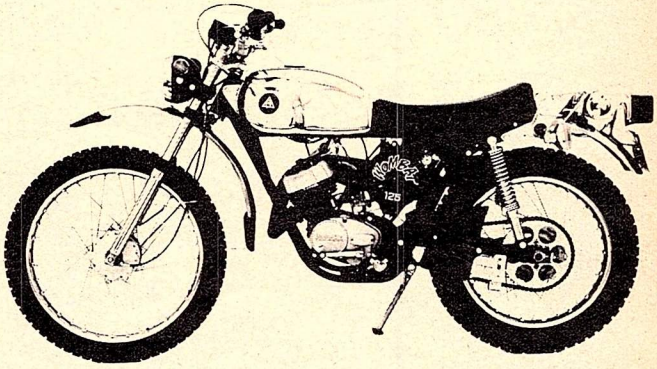
2nd EXEC: "Wild" Billy Mazurka.

EXEC: Yeah, that's him. Call him up and tell him we got a works bike for him to ride and an opening in the Lubrication Division for his dad (ask him if he prefers blondes or brunettes). And tell R & D to get hopping on that chain. Mazurka *always* lands on his front wheel. *

Hodaka Wombat

The durable dirt bike you can ride on the street

The dependable product of a ten year engineering program with proven performance common to HODAKA.



HODAKA 125 WOMBAT

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An attitude on the part of the engineers and the factory . . . one of unhurried, critical quality control. Form following function rather than trend . . . performance and durability meeting severe testing criteria rather than merely matching competing models.

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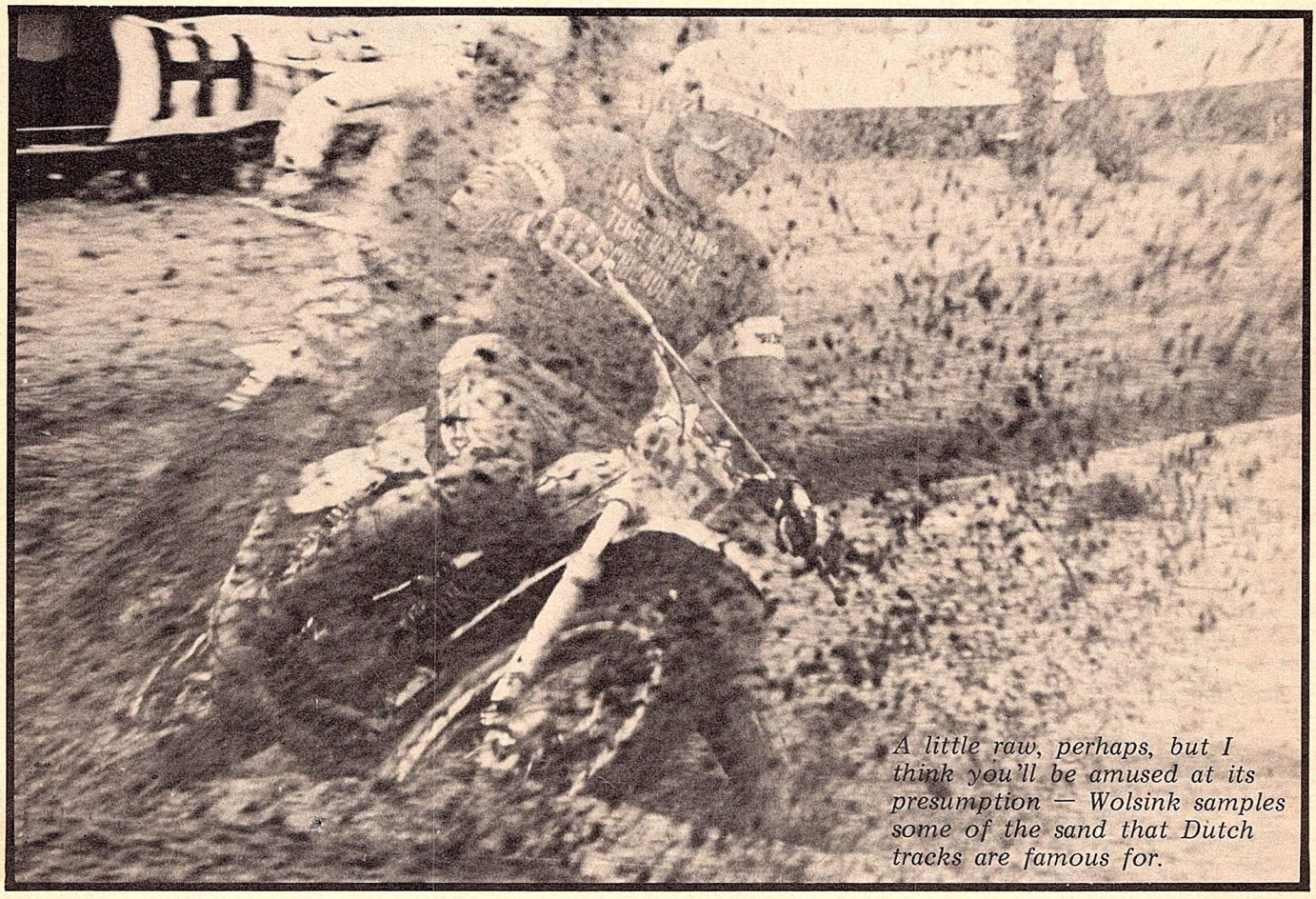
MXA INTERVIEW

photography by David and Margery Maltais

the Dutch dentist does it his way . . . painlessly

GERRIT WOLSINK



A little raw, perhaps, but I think you'll be amused at its presumption — Wolsink samples some of the sand that Dutch tracks are famous for.

Ed. note: Gerrit Wolsink made his first real impression on the American motocross consciousness last fall in Philadelphia, where he won the Philly Bowl segment of the Trans-AMA tour. His kicked-back style, and the fact that he's a dentist, quickly made Gerrit a subject of interest on the tour, but they also tended to obscure what a good rider he is. Wolsink on a motorcycle is relaxation, control and purpose — not as exciting as some to watch, perhaps, but good enough to finish fifth in the world Open Class points standings last year, four points behind Ake Jonsson. But Wolsink is more than a motocrosser. He's also bright, reflective and a damn good observer. And since he's still just a very good European rider, the third man on the totem pole at Team Suzuki behind DeCoster and Geboers, not THE STAR; he's out of the limelight enough to look around him. That's what we think makes this interview so interesting. It's all about Gerrit Wolsink — and a lot of other things.

Our man in Europe, David Maltais, cornered Gerrit at home in Holland as he prepared his new Suzuki for the 1974 GP season. This is what he had to say. . .

"THEY WANT US TO MAKE A CIRCUS, BUT THEY DON'T PAY US. I WANT TO BE PAID AS AN ARTIST FOR MY PERFORMANCE."

MXA: Do you think you'll go through the same problems changing from Maico to Suzuki as Ake Jonsson did from Maico to Yamaha?

WOLSINK: No, but I can understand that he had these problems, because he was with Maico so long and Maico was completely different.

MXA : What changes have you made on the Suzuki?

WOLSINK: I changed the damping system on the front forks, swingarm is lighter, rear shock position is different. The seat is one inch higher, bars are higher and powerband is wider, not as peaky as Roger's. The biggest help has come from being able to work in my uncle's shop.

MXA : When did you go to Japan?

WOLSINK: In January.

MXA : Did they have a good setup there?

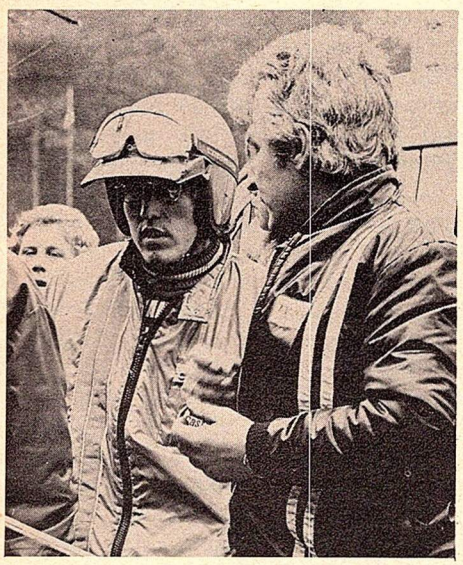
WOLSINK: Ah, fantastic. They are professional.

MXA : Did you go alone?

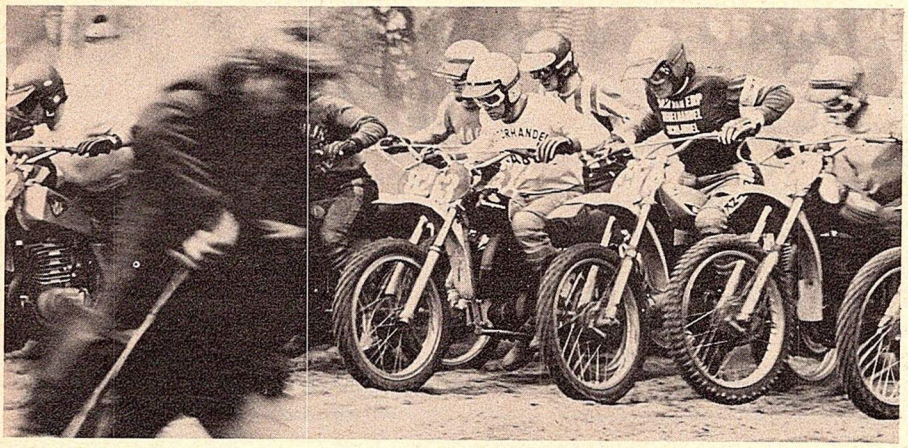
WOLSINK: No, Roger, Sylvain and Joel went also.

MXA : How long did you ride a

Gerrit raps with his uncle, former Dutch Open Champ Bennie Hartleman.



Wolsink combined a fifth and an eighth for nine World Championship points at the season's first 500 GP at Sittendorf, Austria, in April.



Gerrit (number H7) gets ready to defend his Dutch National Championship.

Maico?

WOLSINK: One year. A Maico is a very good bike, very strong.

MXA : Was it a hard decision for you to change to Suzuki?

WOLSINK: No, I just wanted to do it. Maico is so little, a small factory; a good factory, but limited in what they did to the bike. They didn't improve it so much last year, I think they stood still. They moved the shocks to the front, but that was the mechanics' idea, not the engineers'. They wanted to compete with three riders in the 500cc, three official works riders, and I would be in the lowest position. I shouldn't get a mechanic at home, no van, things like that.

"...BUT IN THE NIGHT AFTER TRAINING, I WENT OUT TO A CAFE AND WAS DRUNK AGAIN, SO IT DIDN'T HELP TOO MUCH."

MXA : But with Suzuki you'll have full sponsorship wherever you go — a mechanic, van, etc., for all the races?

WOLSINK: Ya, no problem, that's what the plan is.

MXA : You said the powerband in Roger's bike is much narrower?

WOLSINK: Yes, maybe, because he has raced Suzuki for so many years, all those peaky bikes, he's used to them. He must have a rocket, you know, that comes from the corner and that goes like hell, and I like to go smooth on the track, easy — to improve the bike so you don't have to hold it so tight. I think it's the bike of the future, a smooth bike. Not just with the high horsepower, something you can feel all the way.

Continued

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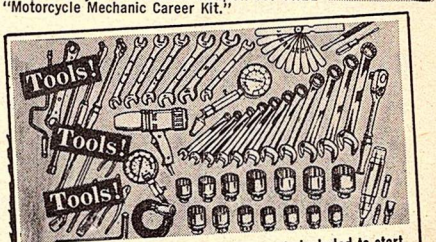

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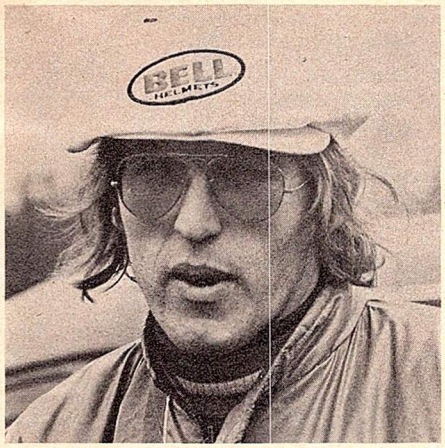
He set up his works Suzuki his own way.

MXA : How do you feel about the last Trans-AMA?
WOLSINK: I did a very consistent Trans-AMA. I just finish all the time. Houston was the same in the rain; I just kept riding, riding.
MXA : Did the weather affect your racing?
WOLSINK: No, not me. I like heat, I like sunshine. I just go — keep going. I hate raining and cold.
MXA : Like Bielstein (W. German GP) last year?
WOLSINK: No, Bielstein wasn't so cold, it was just raining. Here in the wintertime (Holland) it's so cold and raining, and trying to train all the time — it's terrible.
MXA : Will you return to do the Trans-AMA next year?
WOLSINK: Yes, if I can. It depends on the GP season.
MXA : Why didn't you stay for the Yamaha Series?
WOLSINK: I was in Japan — it's too long. At the end, I was glad to come home. I was three months hotel in, hotel out, suitcase to suitcase. That was terrible. I had an entry for Daytona and Houston, but when I got back, I was so tired, I just made contracts in Belgium.
MXA : Do you feel that traveling, even though you have trained before you go, makes a real difference in your ability to perform well?
WOLSINK: It takes your edge; you can feel it. Sometimes I like all the traveling, but sometimes I hate it.
MXA : Tell me a little about yourself.
WOLSINK: I'm born in Hengelo in the east of Holland. I started racing, ah, playing with bikes in 50cc's when 12 or 13 years old, because in Henegelo, it was always motocross racing. My father was organizing motocross, and, later on, road racing. So when my uncle, Bennie Hartleman, who is helping me, was racing, he was Dutch Champion in the 500 class, and we were always very involved in motocross. But it didn't interest me until my 13th year. Before that I said, "No, that's not for me, I don't like it." But then I started, just preparing bikes and little races, local races. Then I was in the high school and pretty soon I played soccer. I liked it more than motorcycles. But after, more and more I was interested in motorcycles. And at the end of high school, it was still just a hobby — more playing than real racing. Then I went to the University and I stopped completely with motorcycles. Just in the winter a little practice at my uncle's, on Bennie's bike.

"WHEN I CRASHED IN HOLLAND, IT WAS REALLY BAD. THE SPECTATORS WERE LEANING FORWARD . . . AND ONE DID NOT SEE ME COMING. . . .I HIT HIM, FULL THROTTLE."

MXA : What year was that, when you went to the University?
WOLSINK: 1965, and then for one year I didn't race. Then in '66, there was a race in Hengelo like the one tomorrow, a national race, and I just borrowed a bike. . . So I competed and was third. Then I bought the bike, but my father didn't know it. I bought the bike from the importer in payments, for many years, and after two or three races, I started winning in the national races, the lowest class. We have a system of three classes in Holland, Junior, Senior and International. I got higher to Senior, but I was still going on with my studies. When I was a Senior, I didn't make any results with my studies either. And then I was International and I started practicing for motocross. Before that, I didn't practice. I didn't do anything, just went to parties and did motorcycle racing and I won. I didn't have any training, I didn't do anything. Oh, I went in training, but in the night after training, I went out to a cafe and was drunk again, so it didn't help too much. And I didn't sleep before races. I'd come back from Amsterdam and there would be a party Saturday night, so I didn't sleep and then raced on Sunday and won. In '68, I started becoming more serious about racing, and my studies began to progress also. I was successful. I was the Dutch National Champ in '68 in the summer, and after that I did a few exams and I never failed after that. I went on and became more and more involved, I was 20 years old and more serious for motocross — but not really serious. I practiced more, but it was as much for a hobby as to pay for my studies. I had a scholarship, but it was not enough, just for the winter, not for the summer. So in the summer, I raced motorcycles and I made a little bit of money. I had a car, things like that. I had a little advantage above the others because they couldn't afford it, but I could because I had motorcycles.

I started competing in GP's in '69 a little bit, and in '70-'71 was Dutch National Champion when Pierre Karsmakers was my biggest competitor all the time, always competing together. In '70 I started doing GP's more and more seriously and then it became very difficult for me with my studies, because that year I also had to go in a clinic for practical experience. I didn't go to college (classes), I just got it from my friends and read books. I never went to college, it was boring. When I was in class and I sat there for one hour, I thought, "I can read this, what the man says, in five or ten minutes, so it's not worth it to sit here." I could pick up things very fast. I only had to read it two or three times and then it was OK for the exams for a medium grade; not a top grade, but enough to get



Gerrit Wolsink, practitioner of smooth motocross and painless dentistry.

by. So I had to mix up my program for racing with my study for my exams. In the winter I talked to the teachers and told them I was earning my living from MX so I could pay for my studies. That was OK; the staff made no problems. But it was so difficult, especially the last year or two, to keep clear in my mind, to keep things straight. And the biggest, most difficult, year was '72, my last year and I was doing well in GP's. I got thirds and seconds and I was supported by Husqvarna, but not really supported, just the bike and a few spare parts, but nothing special. We had to fix and tune it by ourselves; transportation and preparation was all done by us. But I also had to study in Amsterdam, 150 kilometers from here. So I traveled two or three times a week from Amsterdam to Hengelo, just to prepare the bike or practice in the week; and I had my patients to make also. Sometimes I was completely mixed up. That was '73, very difficult. But I made it. I enjoyed it and I started to live to work 16 hours a day. Somebody told me once, when I was complaining that I had no time for anything, that a day had 24 hours, you need just eight to sleep so you can work 16 hours. OK, two hours for eating and resting and you have 14 left to work. So, when you don't work so hard, you have still ten hours to work. It's not a bad idea.

MXA : You used every day to the max?

WOLSINK: I used every day to the maximum for three or four years. And many times there were problems with the races, the bike failed or something. . .When I came back from MX racing in September, and I got my eyes on college, they talked about my degree for dentist; when I should complete it. So I started to really work, I did in one year what others did in three. I started in January or February with nothing. I was always on tour and I didn't realize how much work I had left to do. In February when others were preparing for the final exam in March or April I thought, "I'm really at the end." They had worked two years on their stuff and I hadn't finished anything in two years. So I worked the whole

". . .IN THE STATES, YOU SEE EVERY YOUNG RIDER THAT CAN GAS IT AND MAKE A WHEELIE WITH A WORKS RIDE."

summer, every day, every day. I finished my program in September and came back to school and they said if I worked very hard I could get my degree in December. So in September I really began to work harder and harder. I had an offer from Husqvarna to race in America, but I just said when I can make good money I'd go, otherwise I'd stay home. They found another rider, so I stayed at home and got my degree. I had contacts with several different makes, but I was never a really serious challenger because I had so many things at home. Then I signed a contract with Maico in the start of '73, and was just full professional this last season, all at once. And then success came and I had good results. That was my first Maico ride, '73, for a two-year contract. I thought it was OK, it was my first contract. But there was just a mechanic for GP's. At home I had to do all my work myself and then I was in contact with Suzuki for '74. So this is my second year as a works rider, because Husqvarna had never offered me a works ride.

MXA : What is motocross like in Holland as compared to the rest of Europe?

WOLSINK: It's not on a high grade, MX in Holland compared to

Continued on page 58

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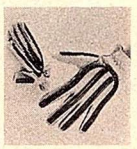

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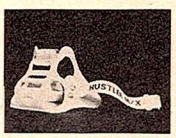

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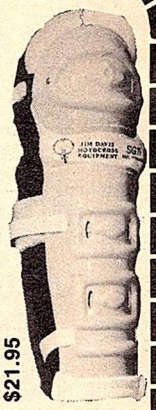

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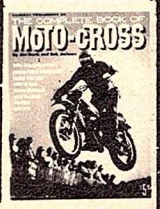

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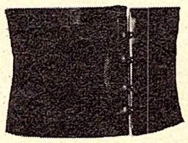
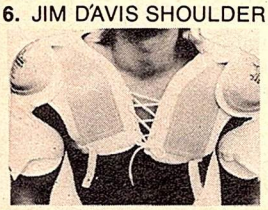
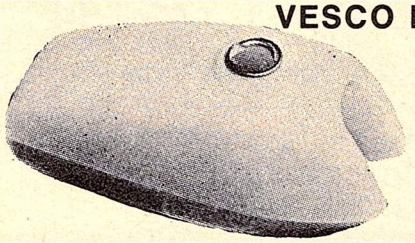


14. COMPLETE BOOK OF MOTOCROSS super reading. **$5.95**

16. JIM DAVIS SHOULDER GUARDS new type; more protect., fully adj. **$18.95**



VESCO PLASTIC MOTOCROSS TANKS



17. 1.7 gal. c/w petcock, vented gas cap, mounting foam & center mount fixing hardware. Fits most bikes with single backbone frame. Guar. 1 year. Colors: red/orange/yel/Kaw. green/silv. **$47.95**
18. 2.2 gal. for 360cc & larger bikes **$48.95**
19. Vented gas cap with tubing. Fits 1½" filler necks **$1.50**

SUPER PATCHES

SEW-ONS, EMBROIDERED, COLORFUL

20. BULT. MONT. YAM. HONDA CHENEY, SUZUKI **ea. $2.35**
21. OSSA. COTTON. **ea. $1.50**

JIM DAVIS KNEE PAD SET

22. LIGHTWEIGHT EAS. ADJUSTABLE BUCKLE COLOR: ORANGE WITH BLACK EDGING. **pr. $7.95**

23. NYLON SPROCKETS

For trials bikes only. Prolongs chain life, yet weighs only ounces. Avail. for: Mont. Cota 247-48T, 50T. Mont. Cota 123-52T, 54T. Sherpa 250-46T. Sherpa 325-52T, 54T. Yam. TY250-53T, 54T. Ossa MAR-46T, 48T. **ea. $17.95**
Ossa req. Renthal conv. kit **$15.95**

24. BIG 'T' LEATHERS $84.00

English made of soft, flexible chrome tanned leather. Lined with nylon. Elastic insert in crotch area prevents tearing with rider movement. Velcro fasteners used at ankles. Colors: Green with Yel. stripe; Blue with Yel. stripe; Blue with Red and White stripes; Black with Red and Yel. stripes. Waist: 28. 30. 32. 34. 36.

25. BELL SUPER MAGNUM

$53.75

For str. track or trail. Meets or exceeds existing safety stds. Polystyrene liner is fitted with free-breathing, easy to clean brushed nylon foam-cov. pdg. Colors: Orange, White, Silver. Sizes: 6½ thru 7⅞.

27. JIM DAVIS SHIN GUARDS

For riders who have kneecups sewn into leathers. **pr. $11.25**

28. JIM DAVIS MOUTHGUARD

Excellent protect. Dental vinyl liner fits comfortably over mouth. **$5.60**

26. CLYMER REPAIR MANUALS

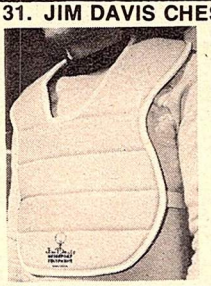
Bul. Husky. Ossa. Mont. **$7.50** Hod. CZ. **$6.50**
Honda. Kaw. Suz. **$5.50** Yam. **$4.50**
Specify model and year.

RENTHAL ALLOY TRIALS BARS

Hollow high tensile aircraft alloy. Used by European trials aces. Rises 5", 5½" or 6". Polished or anodised Colored finish.

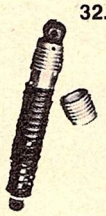
29. Polished **$13.95**
30. Red, Blue, Grn. Gold. Blk. **16.50**

31. JIM DAVIS CHEST PROTECTOR



Lightweight, tear resistant with bound edges. Fully adj. Color: Orange. **$17.95**

32. KONI SHOCK COOLERS



Moved your shocks forward and/or are you suffering from foaming and overheating problems? No machining necessary with these alum. alloy coolers. Installation in minutes. Fits 13" and 13½" shocks.

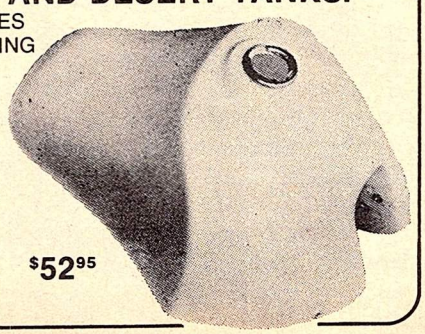
PR. **$8.95**

33. OVAL PLASTIC NUMBER PLATES

Set of 3. Black. Green. Yellow. White. **$4.50**

VESCO PLASTIC ENDURO AND DESERT TANKS.

USED ON MANY FACTORY BIKES. COMES WITH PETCOCK, VENTED GAS CAP, FIXING HARDWARE AND MOUNTING FOAM. GUAR. 1 YEAR.



34. 3.5 gal. available for Yamaha. CZ. Kawasaki. Suzuki. Bult. Hod. Carabella. Honda XL250, XL350, CR120, CR250. Husky. Colors: Red. Orange. Yellow. Silver. Kaw. Green. (Green not avail. for Honda or Husky.)
35. 3.75 gal. available for 73 & 74 Yamaha. Suzuki. Kawasaki. Colors: Red. Orange. Yellow. Silver. Kaw. Green. Specify make, year model when ordering OR send for complete info. sheet.

$52.95

MAIL YOUR ORDER TO
hyland M.V. 5416 CLEON AVE.
NORTH HOLLYWOOD, CALIF. 91601

Number, Make, Size, Color, etc. _____

_____

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_____ **Amount $**_____

CA. Residents Add Sales Tax$_____

Add $1.00 Handling on Orders Under $15

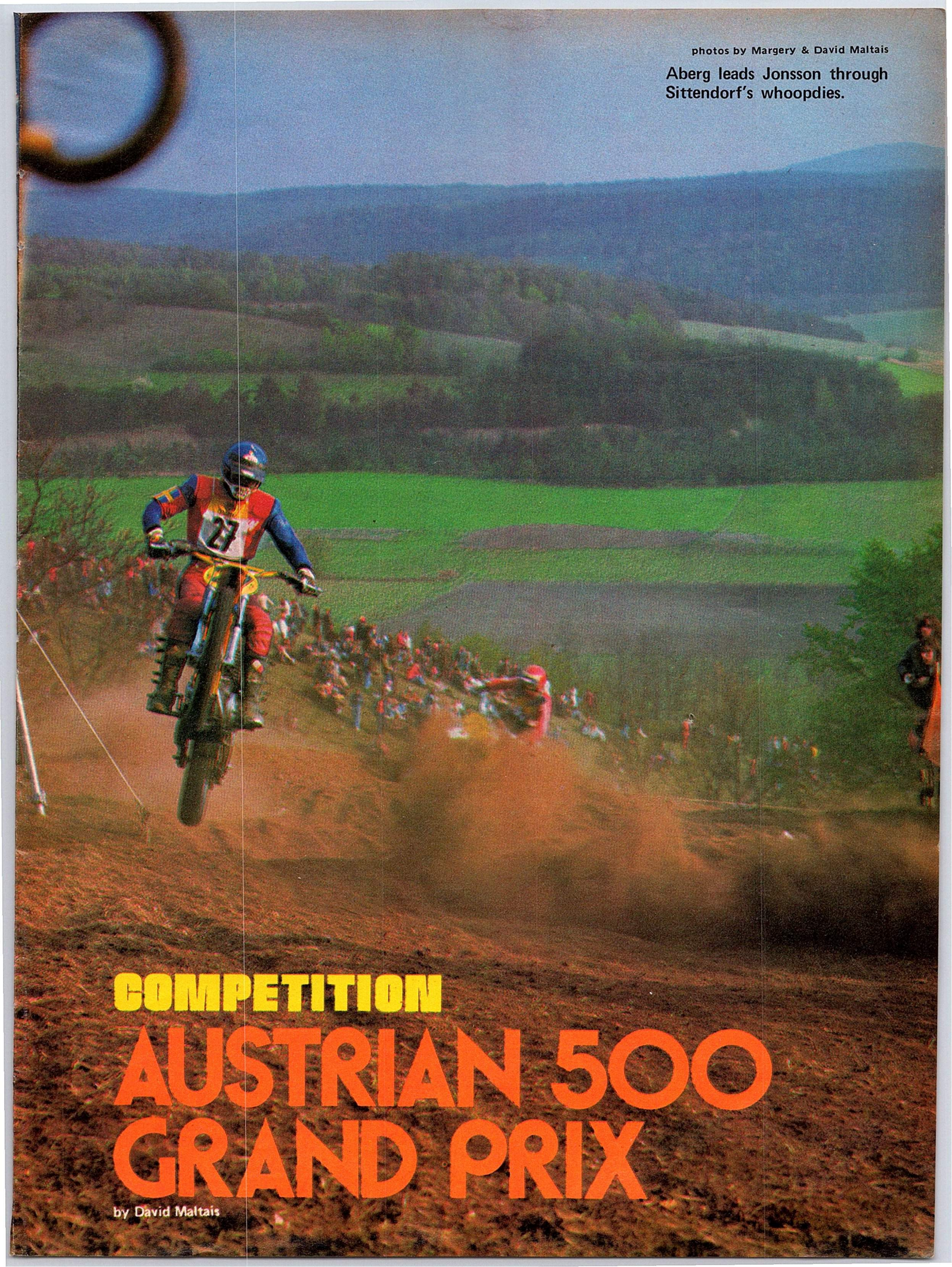
$_____

Check or M.O. Enclosed **Total $**_____

Name _____

Address _____

City _____ State _____ Zip _____



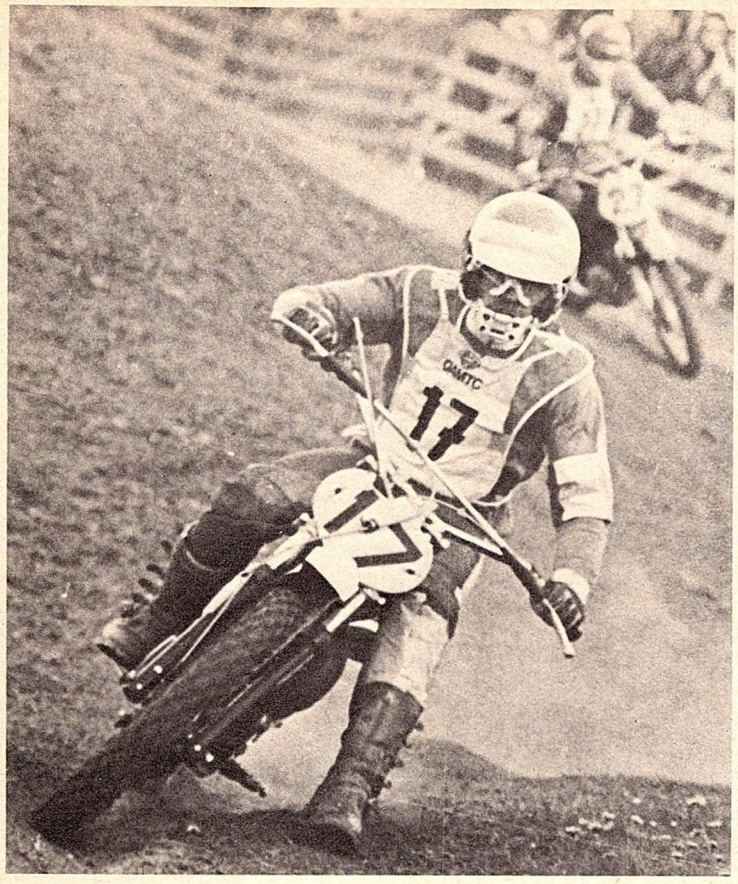
photos by Margery & David Maltais

Aberg leads Jonsson through Sittendorf's whoopdies.

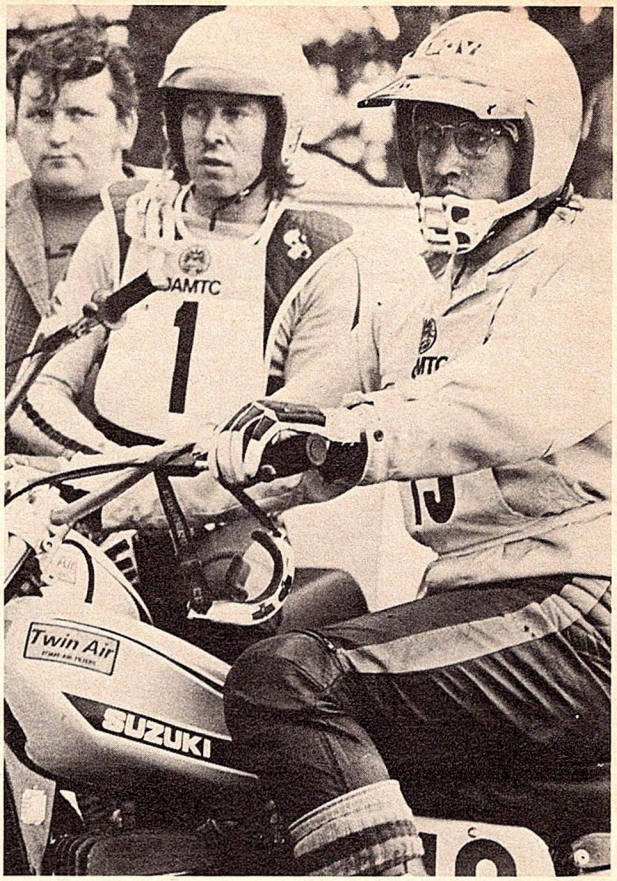
COMPETITION

AUSTRIAN 500 GRAND PRIX

by David Maltais



Mikkola was very serious before the race . . . and very fast during it.



DeCoster and Wolsink look grim before moto one — they were right.

Heikki Mikkola and Adolf Weil, the third and second place finishers in the 250 World Championship chase last season, set out in 1974's first 500 Grand Prix to show the motocross world that they can ride the big-bores too. The Finn and West German dominated the opening race of the year by taking the first and second places in both motos of the Austrian Grand Prix, held just up the alp from Vienna.

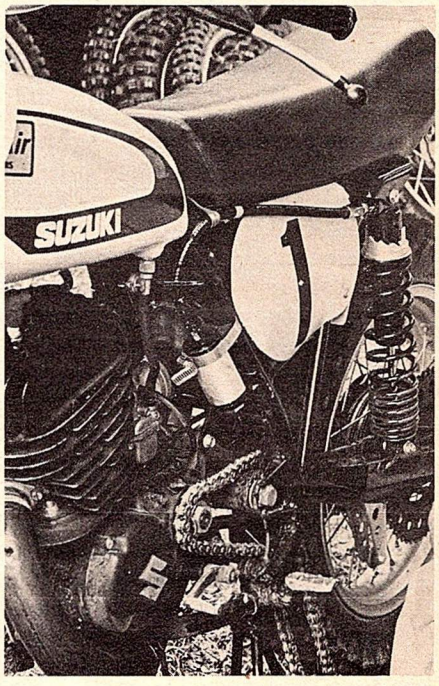
The Sittendorf course is laid out on the top and sides of a small mountain, jammed with long drops, steep climbs, beeeg rocks, gravity-defying off-cambers and a miserable start area that rises to a bottleneck and a quick right turn down a slope. Last year the course was covered with snow and most of the European riders refused to race, claiming the track was too dangerous. Only a few hard-core Austrians, Russians and Czechs (some said the riders with no choice) made the start. This year, the weather was cold and raw, but there was no snow or ice to keep the international field off the line. The business of the 1974 World Championship began without serious controversy.

* * *

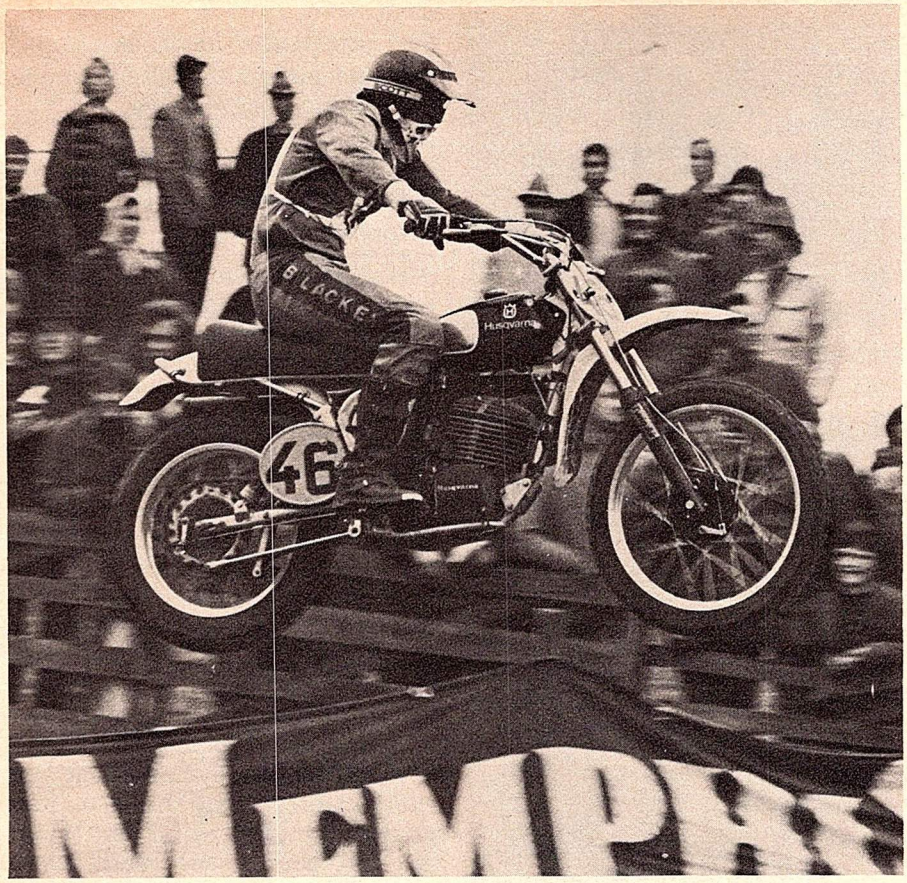
Mikkola carded the fastest qualifying lap on Sunday, with a lap time of 2.44.25, eight seconds ahead of Britain's Jim Aird on a short-stroke CCM thumper. The large margin established Heikki's edge for the day.

The first lap saw the Finn running third after Bauer and Aberg, with Jonsson and Weil close behind. Then the Sittendorf course began to take its toll, as DeCoster crashed and remounted, and the newest member of Team Husqvarna, Brad Lackey, had a shock seizure which sent him tumbling into the turf on the back stretch. The crash knocked the Husky's pipe loose from the head, and Brad had to pound it back in and play catch-up.

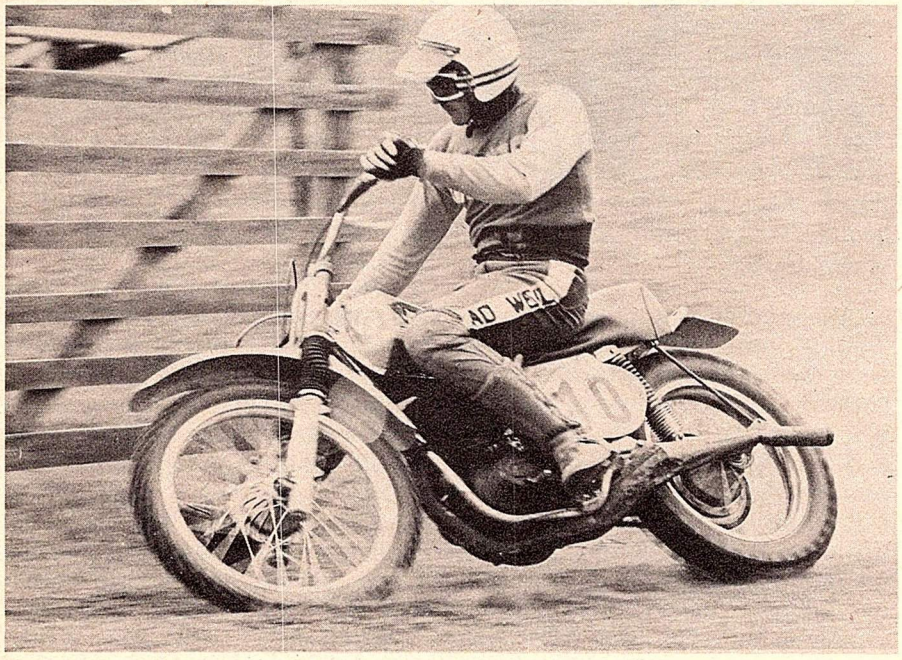
Meanwhile, Mikkola was pushing harder with every lap and had moved up to take the number one spot, with Weil and Bauer nipping at his rear knobby. They finished that way, with former World Champ Bengt Aberg turning in a fantastic ride aboard the Cheney/BSA for a fourth. Only 17 seconds separated Mikkola and



Check out Roger's bike. Cartridges strapped to the frame on each side allow varying amounts of gas to be used. The theory is that by playing around with gas volume and spring rate, shocks can be altered for any specific track. DeCoster says it works, but Wolsink is using a more conventional setup.



Bad Brad flew, but mechanicals and crashes forced him to settle for a 25th and a DNF.



Adolf Weil is looking for a continuance of his '73 Trans-AMA dominance in the GP series this year.

Aberg at the flag.

* * *

A few words with Aberg's mechanic in the pits between motos:

Aberg's bike uses the same basic engine that John Banks lived with last season, along with "a few odd new bits." The bike has a new frame, and a spare engine (still being tested) with a special new crank built in America. The old engine worked well enough though, as the Beezer never missed a beat all day, and Aberg took another fourth in the second moto. Normally, two fourths would round up a neat second or third on the day, but consistency was the word at Sittendorf.

* * *

Between motos, DeCoster's mechanics discovered that his Suzuki's cylinder head had cracked sometime during the first moto, a fritz which obviously was responsible for the less than stirring nature of Roger's charge during the race. A new head was wrenched on and the shocks were switched, then the Champ mounted up and lazed off to the starting line, under the impression that the start was two minutes away. He got to the line just in time to see the pack fighting its way into turn one. A downer on a course where "catch-up" is a dirty word. Twenty-first in the second heat was the best Roger could do.

* * *

It wasn't Jaak van Velthoven's day, either. After a DNF in the first moto thanks to a flaccid rear tire, Long Jaak was running fifth in the second heat when he was

Ake Jonsson was fifth in the World chase after Sittendorf, an unusually fast start for him. Yamaha rear and Maico front may be the key.

hit in the face by a rock which smashed his left cheekbone and nose. Jaak stuck it out, only to be centerpunched in a left-hander by a Russian rider who either, (a) misjudged his speed, (b) missed the brakes, (c) had no brakes, or (d) all of the above. Somehow Jaak went on to finish tenth. Guts.

* * *

Brad Lackey's luck remained sour, as a first-turn crash kinked his throttle cable. Every time Brad gave the Husky the juice, the throttle stuck wide open. DNF.

* * *

Bengt Aberg looked interested, and his CCM thumper looked quick.

Italy's Poalo Piron combined two 11ths for the tenth spot in the standings, but no points.

AUSTRIAN GRAND PRIX,
SITTENDORF, AUSTRIA
500cc WORLD CHAMPIONSHIP

Moto One:

1) Heikki Mikkola, Finland	HUS
2) Adolf Weil, W. Germany	MAI
3) Willi Bauer, W. Germany	MAI
4) Bengt Aberg, Sweden	Cheney/BSA
5) Gerrit Wolsink, Holland	SUZ
6) Ake Jonsson, Sweden	YAM
7) Arne Kring, Sweden	HUS
8) Otto Toman, Czechoslovakia	CZ
9) Roger DeCoster, Belgium	SUZ
10) Arne Lindfors, Sweden	MAI

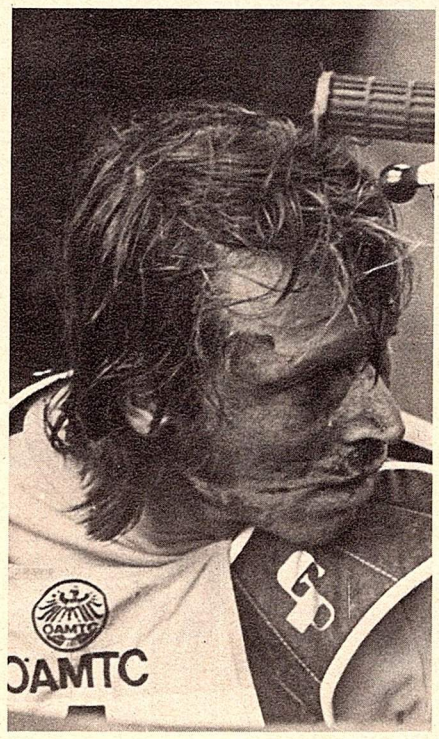
Moto Two:

1) Heikki Mikkola, Finland	HUS
2) Adolf Weil, W. Germany	MAI
3) Willi Bauer, W. Germany	MAI
4) Bengt Aberg, Sweden	Cheney/BSA
5) Ake Jonsson, Sweden	YAM
6) Otto Toman, Czechoslovakia	CZ
7) Arne Kring, Sweden	HUS
8) Gerrit Wolsink, Holland	SUZ
9) Arne Lindfors, Sweden	MAI
10) Jaak van Velthoven, Belgium	YAM

WORLD 500cc CHAMPIONSHIP STANDINGS
AFTER ONE ROUND

1) Heikki Mikkola	15 + 15 = 30 pts.
2) Adolf Weil	12 + 12 = 24 pts.
3) Willi Bauer	10 + 10 = 20 pts.
4) Bengt Aberg	8 + 8 = 16 pts.
5) Ake Jonsson	5 + 6 = 11 pts.
6) Gerrit Wolsink	6 + 3 = 9 pts.
7) Otto Toman	3 + 5 = 8 pts. (tie)
7) Arne Kring	4 + 4 = 8 pts. (tie)
9) Arne Lindfors	1 + 2 = 3 pts.

Aird and Toman diced early, before the Czech pulled away.



After a bad day, the Champion had cause to think about the season ahead.

Ahead of all the carnage, Aberg, Weil, Mikkola, Bauer and Wolsink were racing. The first-turn tiff that trashed Lackey's cable had begun when Jim Aird tangled bars with another rider, then did a roll and bounce with John Banks who came along at just the wrong moment. The band stopped playing *Rule Brittania.* Aird got up and went on to finish 14th, but Banks found out the hard way that he'd lost his front brake in the pile-up, when he took his thumper hard into a turn. That crash retired the Banks portion of CCM's effort for the day.

* * *

And the leaders diced on and on.

At the 14th lap the field began to spread, with Weil and Mikkola running one and two, and Bauer, Aberg and Wolsink trailing close behind. Then, with one lap to go Mikkola slipped to the inside in a sharp turn in the back section and powered around Weil, as the West German got caught behind the slower-moving Russian Chudiakov (CZ). The Flying Finn took the checker with ten seconds to spare. Weil, Bauer and Aberg claimed the same positions they had in the first moto, as the Swedish former World Champ fought off Swedish wants-to-be World Champ Ake Jonsson at the wire.

* * *

A few things to think about:

Mikkola's ride hinted at the consistency that has so long eluded the powerful Finn. If he's got it together, the World chase will take on a new dimension this year.

The Maico effort. Willi Bauer seems determined not to be overshadowed by teammate Adolf Weil, as he has been in past years. And Weil seems determined to show that he can win a World Championship before he hangs it up. They'll be putting pressure on the Japanese factory efforts all year long.

Ake Jonsson's sixth and fifth are something to think about. The Swede is traditionally a very slow starter and a very fast finisher.

Bengt Aberg showed sustained flashes of the form that made him World Champion in 1969 and 1970. Aberg has looked almost bored in past years, but maybe the challenge of riding a thumper in a world of two-strokes has turned him on.

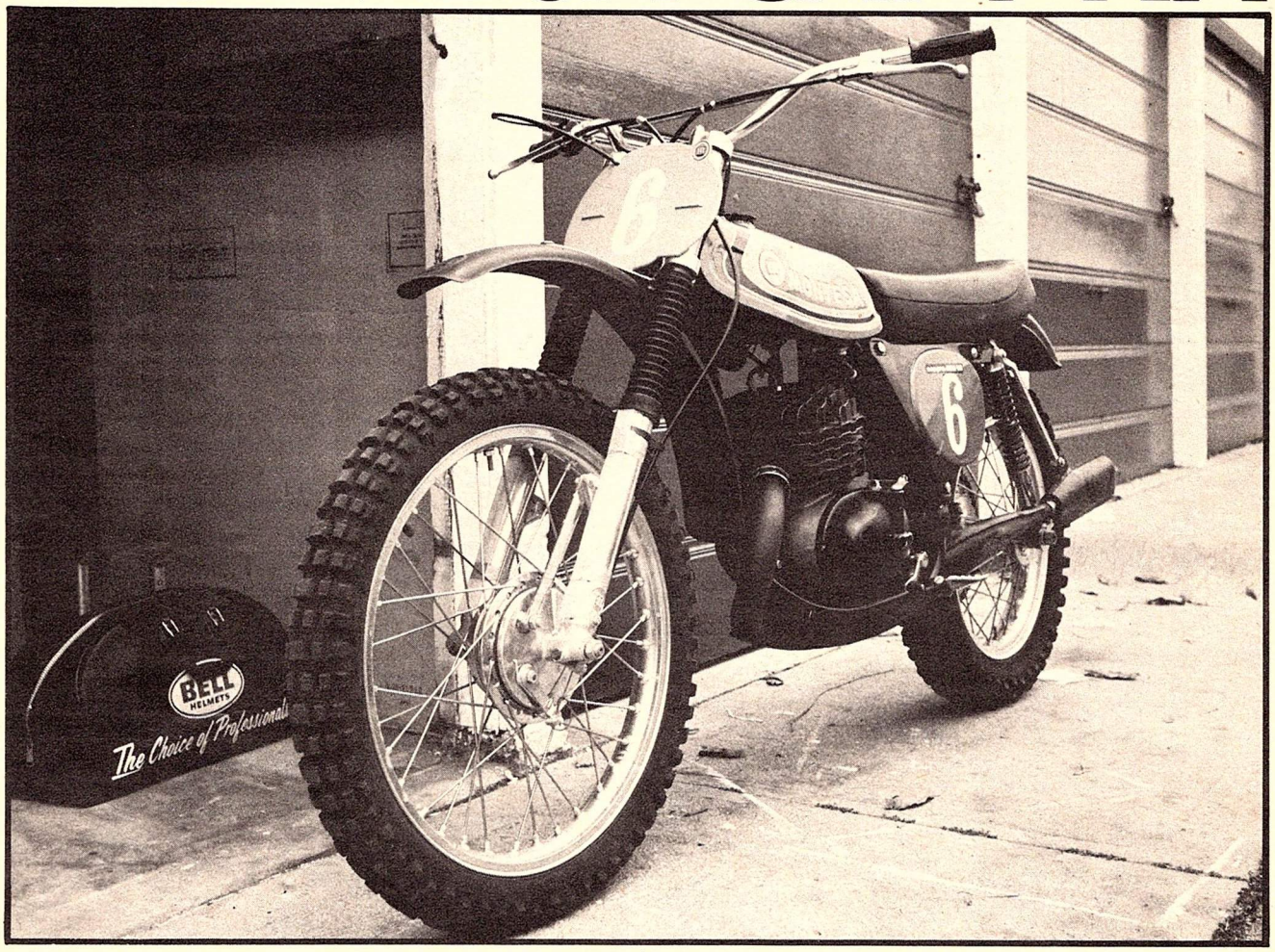
Wolsink's fifth and eighth, despite tire problems in the second moto, show the Dutchman is getting along OK with his new Suzuki ride. A serious first-race showing.

And Roger DeCoster. At this point, Roger has reason to suspect that it won't be any easier this year than it was in '73. But Sittendorf was one race, and Roger is still The Man. *

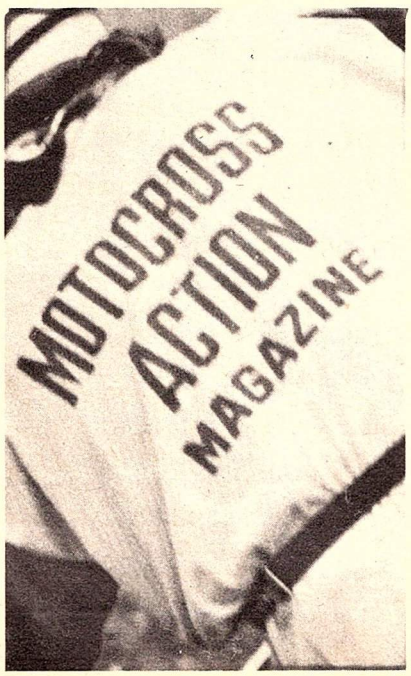
OPPOSITE PAGE:
The gate slams down, and the 500s go out to munch up some of the Austrian scenery.
INSET:
Glowering amidst his stickies, Mikkola pondered racer's stomach before the first moto.

GIRLING
70.YY.3

RACE TEST
MONTESA CAPPRA



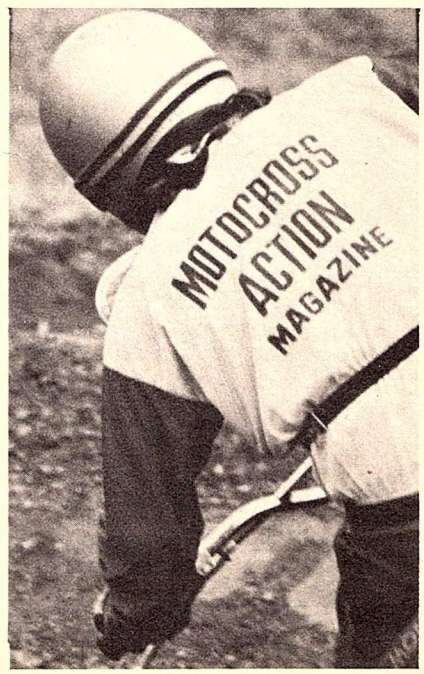
One/each Montesa VR, many colors.



"Nooo, nooo. It woona worr-rrk," brogued the feisty Scot service manager for Montesa Motors, as he inspected the monstrous 3.50x21 Cheng Shin we hoped would cure the VR's front end skate problem. (Pirellis, stock on the 'Tesa, are notoriously squirrelly on hard adobe surfaces.)

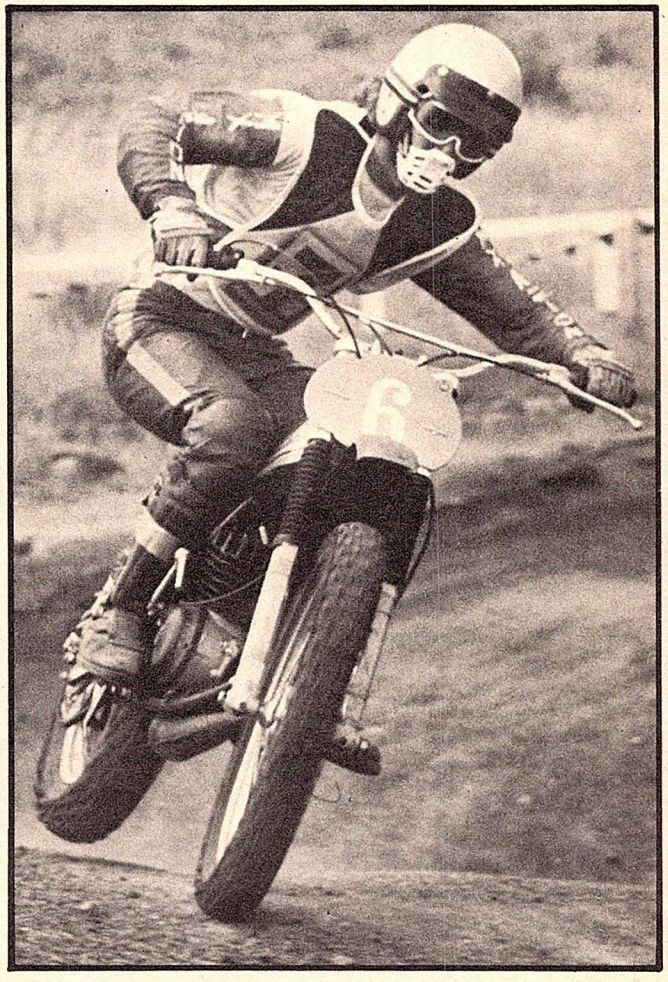
Now check it out: Here we are in the middle of Los Angeles with the bike in the back of the Bazmobile, and he's standing there with the tire in his *hand* telling us it won't work and that the Pirellis just took getting used to. This dude's been reading too many motorcycle magazines. "Noo. Noot *all* the oother magazines said the froont end wooshed oot. You dinna rrread them all." Man, we don't read *any* of 'em.

But we're not testing the service

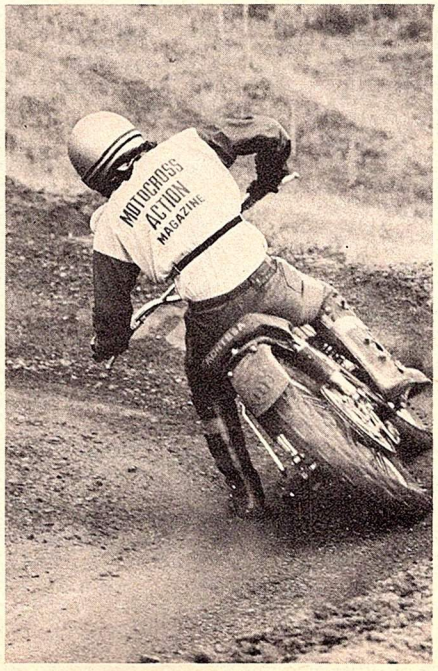


250 VR

IT'S THE KIND OF BIKE THAT KEEPS YOU AWAKE ALL SATURDAY NIGHT JUST THINKING ABOUT WHAT YOU'RE GOING TO DO WITH IT ON SUNDAY



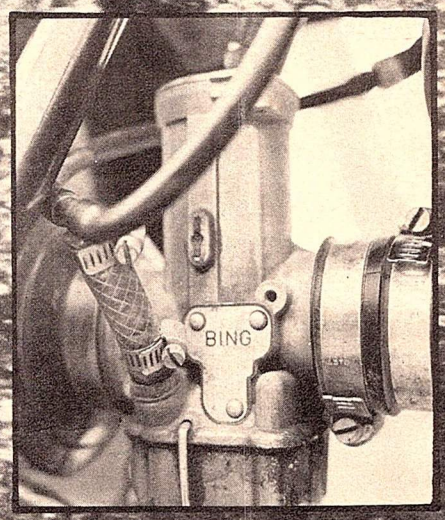
manager, we're testing the bike, right? He's really a nice guy and a superb rider. It's just that we get a little rubbed being treated like pointy-headed magazine dudes. We're motocrossers, and we don't appreciate being told we may "adjoost the shift leever to suit yourself." Why didn't he tell us we could adjoost the brake pedal? Because there isn't any adjoostment *for* the brake pedal! You gotta Mickey Mouse it with wire and hoseclamps. Yeah, the self-indexing handlebars with calibrated positioning marks are neat-o, but really; who *needs* it? And those dingleberry rubber ball-in-a-tube fuel petcocks ("montesticles," our semi-part-time test rider Janene calls them) are foxy; but again, properly designed and installed regular fuel shutoffs are much faster and easier to operate.



What he should've told us was: "Hey, man, here's the new Montesa Cappra 250 VR. It's got a bitchin' motor and it handles super. The tires are a bit squirrelly on the hard stuff, but they bite like a rabid crocodile when it's tacky. We think it's the best 250 going down, and a lot of other people think so too. So you guys take it, race it, have fun with it; treat it nice and then tell us what you think. I know one thing: You won't be disappointed."

We weren't. The VR is one fine racer. It's a machine of purposeful design created for a specific function: to race and win motocross. Unlike the computer-created, injection-molded machines from the Orient, the Montesa's character reflects the cool, calculating aloof-

MOTOCROSS
ACTION
MAGAZIN



Bigger fuel line was used to stop detonation on uphills.

Slick-looking motor is small, compact and lightweight.

ness of its Spanish heritage. There is nothing about the VR that wants to endear it to American owners, except its ability to go faster in hell through mud, sand, rocks, water, uphills, downhills, turns and straights, whether you're sideways, crossed up, flyin', dyin' inside out or upside down. Just hold the gasser on and the VR takes care of the details.

POWER

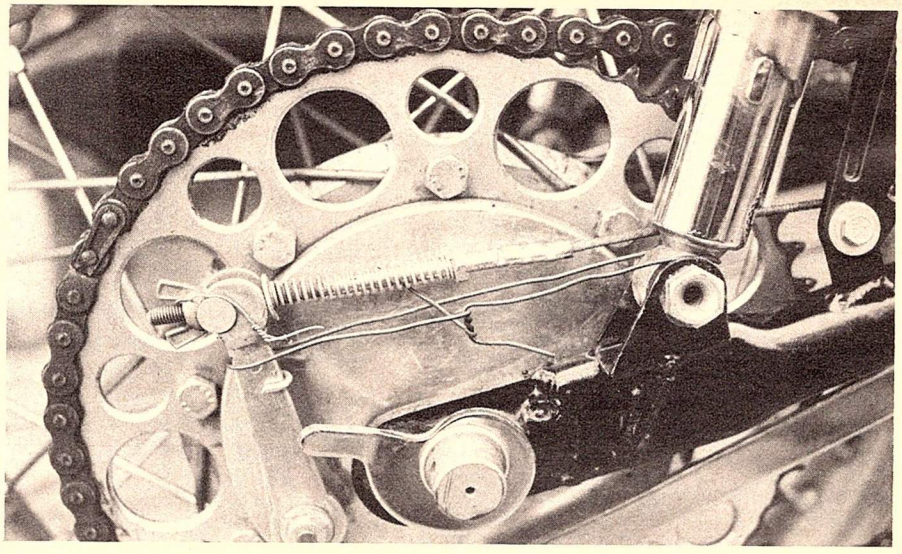
Perhaps the most striking characteristic of the VR, besides its party-colored fiberglass tank, is the power delivery. When nutshelling a description for friends and passing pit people, our test riders used a lot of words like "jet," "rocketship" and "Hi, foxy. What's your name?", depending on who the passerby was. It's easy

MONTESA CAPPRA 250 VR
SUGGESTED RETAIL PRICE: $1398
COUNTRY OF MANUFACTURE: Spain
DISTRIBUTOR: Montesa Motors
3657 Beverly Blvd.
Los Angeles,
California 90004
COST OF REPLACEMENT PISTON, RINGS: $36.00, $5.60
ENGINE TYPE, INDUCTION: Two-stroke, piston-port
ACTUAL DISPLACEMENT: 246cc
BORE & STROKE: 70mm x 64mm
COMPRESSION RATIO: 12:1
CARBURETOR: 34mm Bing
CLAIMED HORSEPOWER/RPM: N/A
PRIMARY DRIVE: Gear
GEARBOX/SHIFTING: Five-speed, left side
GEARBOX RATIOS: 1.84, 1.46, 1.17, 0.94, 0.80
AIR FILTER: Twin-Air foam
ELECTRICAL: Motoplat
LUBRICATION: Pre-mix
FUEL CAPACITY: 1.7 Gallons
SUSPENSION: Montesa forks, Telesco shocks
TIRES/RIMS
Front: 3.00x21 Pirelli/alloy
Rear: 4.60x18 Pirelli/alloy
WHEELBASE: 54.5 inches
SEAT HEIGHT: 33 inches
WEIGHT Actual: 221 pounds
Front wheel: 100/45 percent
Rear wheel: 121/55 percent
STARTING: Non-primary kick

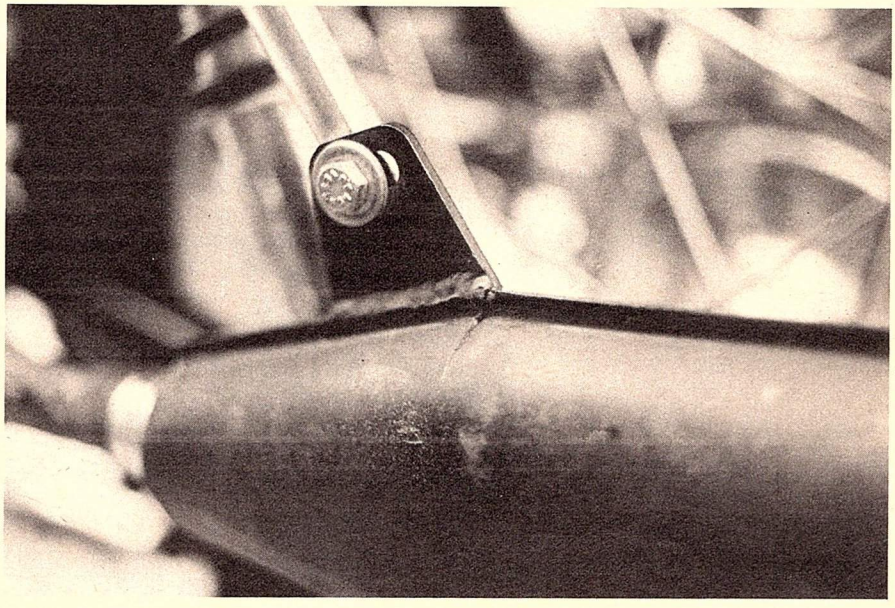
to see where all the ponies come from when you peek inside. Big holes. Much like a CZ, two cavernous side transfers are supplemented by a booster wedged in the rear of the cylinder between the two equally huge intake ports. A thinly bridged exhaust port dumps into the pipe to complete the cycle.

Power goes down absolutely smooth. There's no explosion of energy that can sometimes get you sideways. The medium weight Motoplat flywheel meters out torque like a winch. Even in the slowest, tightest, first-gear turn there's still a surge when you open up the 34 Bing. And when you get everything hooked up and start using the business end of the powerband, it's just like opening the door on a rush-hour subway. A howler. As long as you're putting it down, things move forward at a tremendous rate.

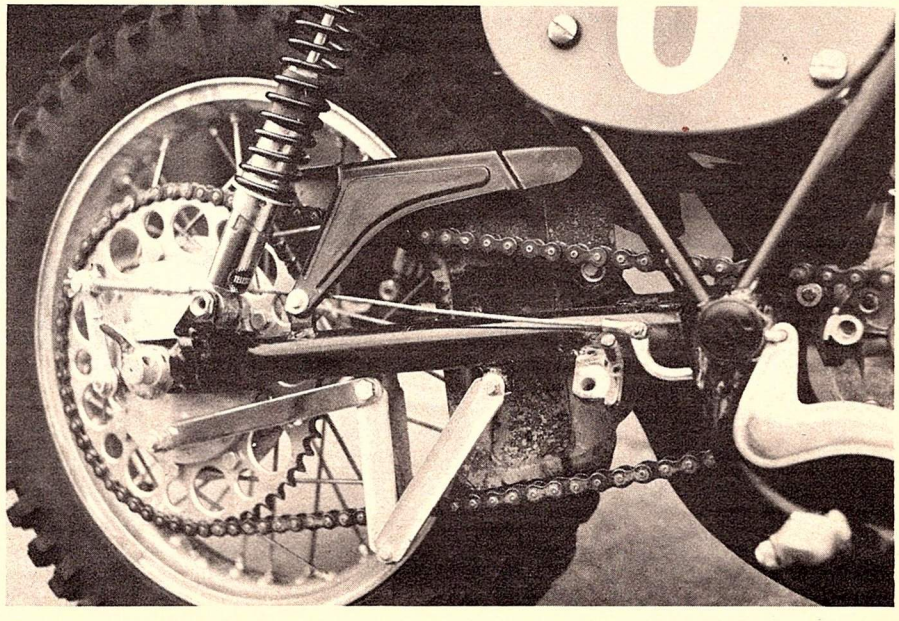
On a hard surface, however, most of the good stuff is burnt up in wheelspin. Doug "Machine



Montesa lets you figure out your own way to adjust the brake pedal.



Silencer mount breaks on all VRs. Please redesign.



Lotta junk on the swingarm.

Mouth" Grant, our part-time chin scratcher and knob feeler, pointed at the 4.60 Pirelli rear and said, "Uh, uh. Pirellis don't do it on the hard stuff. Get a Yokohama." So we did. A 4.60 Low Profile track-grabber just bristling with big, pointy knobs. It worked. The Yokohama gave us much better lateral stability when the track hardened late in the day. So, we suggest you choose your rubber carefully, taking into account what kind of surface you'll be racing on.

HANDLING

No complaints. The VR was right there whenever we needed it. Precise direction and instant response; it would lay you right into your line just like it had a direct connection to your brain. This is what happens when you're riding a bike that is absolutely rigid. No flex at the steering head, no flex at the swingarm. When you direct the bike, that's where it goes, without amendments.

The way the Montesa responds to a berm turned on everybody who rode it. Like a marble in a marble shoot, the bike can be led into a berm way fast, really jazzing your startle centers. The suspension just squashes down and you turn like a comet.

We opted for a tire change on the front, too, just to keep things in perspective. The 3.00 Pirelli worked fine on a fresh track, but when things got dry, it got squirrelly. This was a neat chance to try out the 3.50 Cheng Shin Larry Watkins had been bugging us about for a week. Where the Pirelli would wash out without warning on a dry surface (usually accompanied by a heart-seizing "Eerrrrp"), the Cheng Shin stuck reasonably well, allowing much more steering control and boosting rider confidence.

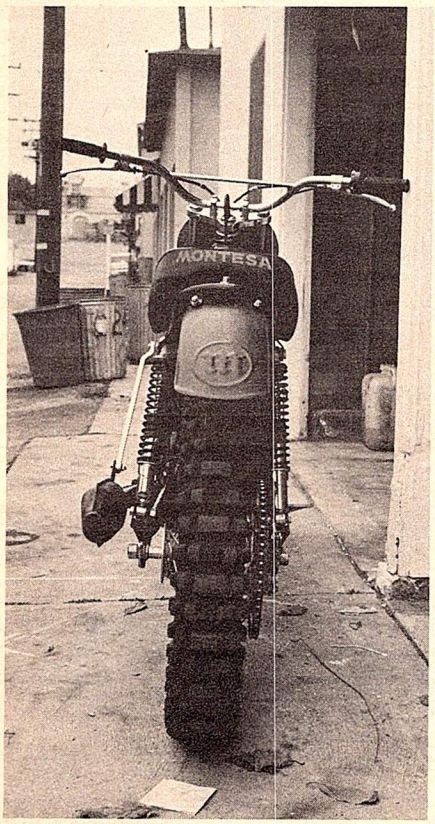
Flat slides were insanity. The lock-to-lock steering sweep on the Montesa is almost a full 180 degrees, like speedway. Coming through a wide left-hander completely sideways with the bars on the lock and all that VR horsepower coming out makes you sometimes wish you'd never left that job playing piano in a funeral parlor.

Forks on the Montesa felt soft, but damped precisely. No bottom, no top, no twitch, no jolts. The hardest hits we took were fully sponged up. You can't ask for anything more. Fork seals lasted two months, despite the foxy concertina fork covers. The rear Telescos worked super for a while, but tended to lose their damping toward the end of some of the longer motos.

RELIABILITY

In spite of its relatively light weight (around 220), the VR is built to really hang in there. Meaty handlebars, strong Akront shoulderless rims, monster spokes and nipples, Regina chain, double main bearing, Motoplat ignition, a shift lever you could tie in knots and straighten out without breaking; all held together to keep the Montesa moseyin' for many hours. We recorded no DNFs, but did experience one connecting rod bearing failure during a weekday session, which we feel was caused by using an inferior oil other than our regular Pennzoil. Baz said he got a good deal on a case of the stuff from a funny looking little guy in a black coat hanging around a junior high school. Smelled like dead codfish.

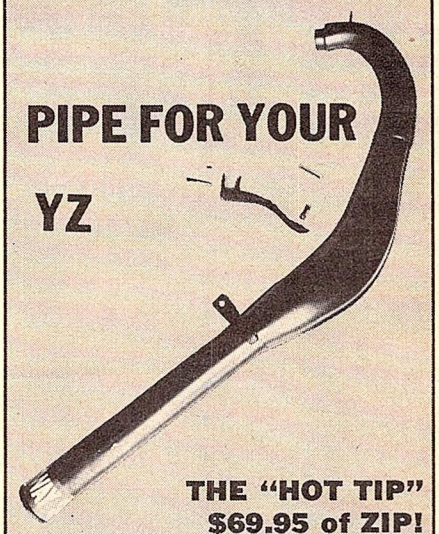
Cont'd. on page 48



Wide hub makes for weird shock mounting.

"6TH GEAR"

PIPE FOR YOUR YZ

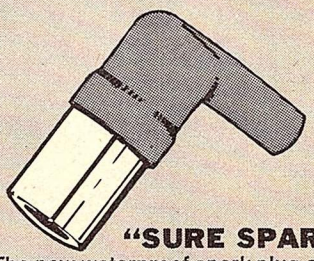


THE "HOT TIP" $69.95 of ZIP!

Most experts agree that the Yamaha YZ 125 could use another gear. Why? Well, among other things, it's not the happiest experience in racing to run out of gears before you run out of room! The new "HOT TIP" Racing Pipe does a lot to solve that problem. As MOTOCROSS ACTION reports: "With the "HOT TIP" your YZ between 7000 and 11,000 rpm picks up an extra 2.75 horsepower — which is enough to get you from here to there a lot quicker."

Here, in short, is what the pipe can do for your YZ: put more horses to the ground when you're pulling . . . get faster acceleration through the gears . . . give you more top end at the top end! Simple. straightforward installation — no jetting change.

Also fit MX 125 and 175 (EVEN MORE DRAMATIC POWER INCREASE!)



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The new waterproof spark plug cover positively prevents water and other electrical grounding materials from coming in contact with the spark plug. Extruded aluminum housing surrounds plug for complete sealing. Terminal is the spring clip type that goes over spark plug cap, not on the plug threads. All rubber parts are high temperature silicone base to retain optimum resilience in all weathers.

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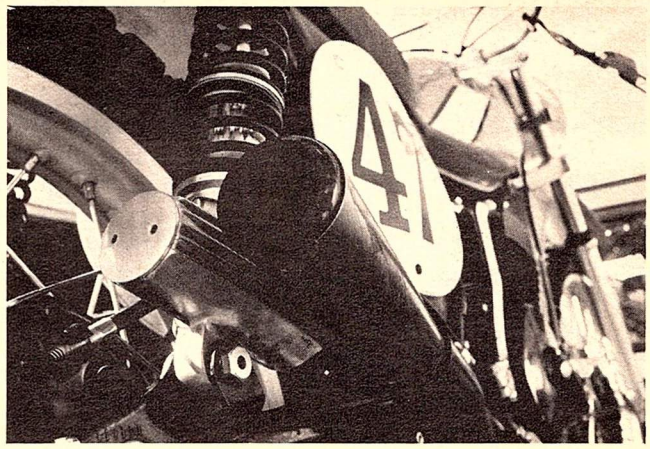
ECO-TECH

STUFF IT!

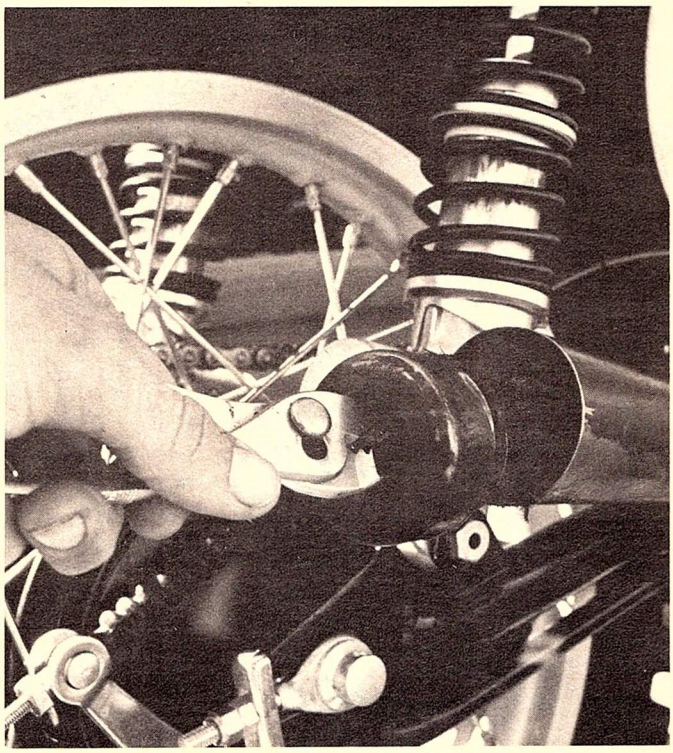
HOW TO REPACK YOUR SILENCER (AS IF YOU DIDN'T KNOW)

BY UNIS NURP

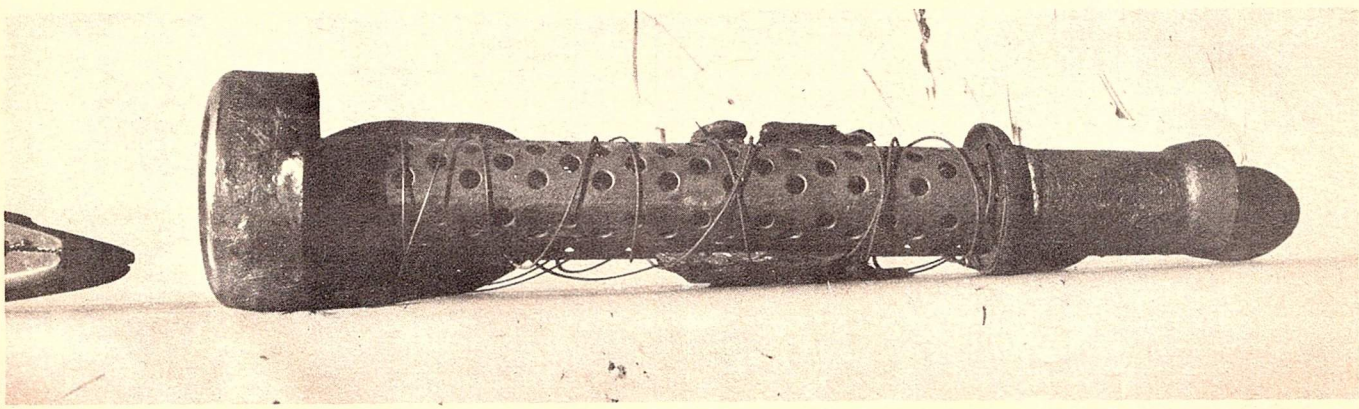


When's the last time you repacked your silencer? You're supposed to do it every now and then, y'know, 'cause after about five races all the insides blow out and you're, in all probability, running wide open. Think of the scene: You're sitting on the starting line of the big race revving the gree-gree out of your bike, and the ref walks up and informs you you're out because your silencer isn't working. This week, take five minutes and . . .

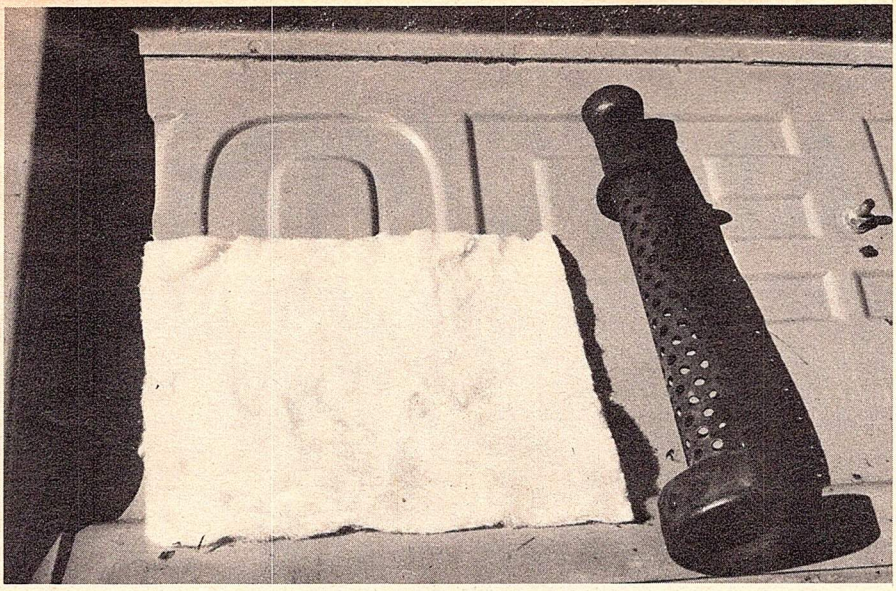
1. Remove the fixing bolt or the large snap ring, whatever holds the silencer together.



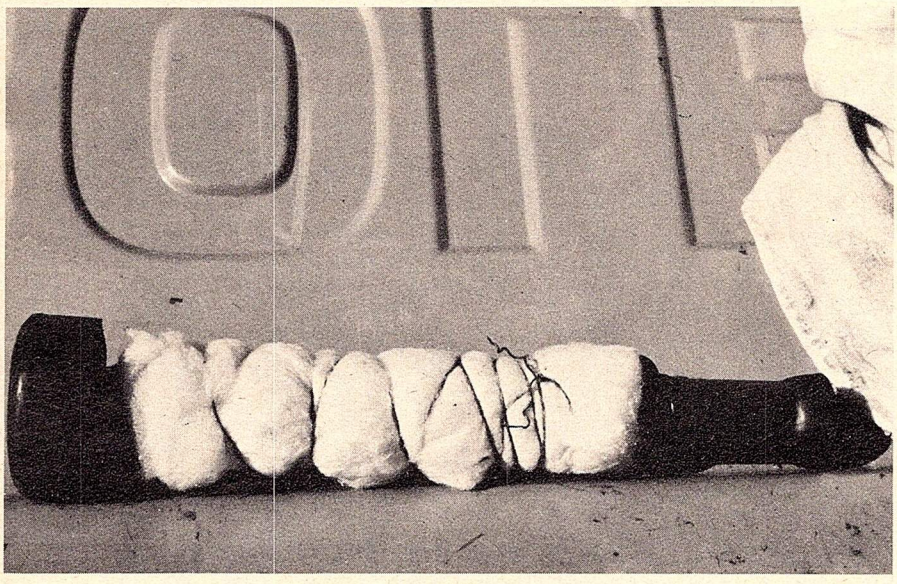
2. With a pair of pliers, grasp the appropriate graspee and slide out the insides.



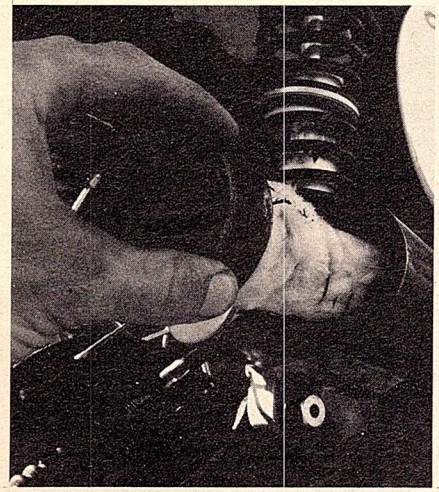
3. See? All the packing has been blown out. Foon.



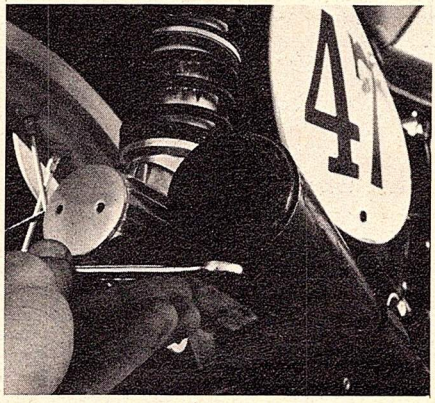
4. Clean off the baffle (use a torch to get out the carbon) and get some new packing at your shop. Or, you can use steel wool sprayed with E.S.P.



5. Wrap one or two pads (depending on how big your can is) around the baffle and wire it up loosely.

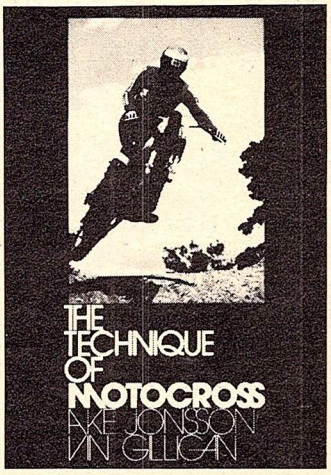


6. Replace the newly refurbished baffle in the silencer housing . . .



7. . . . and sew it up. You are now guaranteed to be quiet as a dead parrot — at least for a few weeks, after which you'll have to do it all over again. Please. *

NEW BOOK *by* AKE JONSSON



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COMPETITION

MORGANTOWN

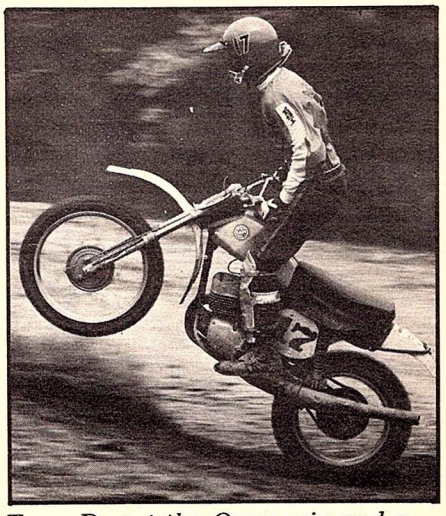
What it was, was bizarre.

West Virginia. Strip mines and earth-fill dams and blood feuds and store-bought politicians and . . . motocross. National motocross. Walking through the pits on a chilly, gray day, with an ear half-cocked for that first grunt of a steam shovel that'll mean the machines are moving in and the people out, then, BANG!!, the noise rings out, and you look around, nervous, wondering what the hell is . . .

Relax son, this here's a motocross, not another Appalachian family tiff. See, there's Jimmy Weinert, Kawasaki lime green from his funny pom-pom hat to his slightly baggy leathers, running through the drifting bits of firecracker paper with half the Suzuki team in hot pursuit. No portent of things to come. And there's Texas' best ole boy, Wyman Priddy, sporting a new mustache and sideburns in honor of his emergence as an accessories merchandiser of some prosperity. And there's the track, Appalachia Lake Motocross Park, good for riders and good for spectators, and what more can you ask? Ask Pierre. Very close to a European track, he says, we paraphrase; then goes back to his Monocrosser (which is dialed) and his citizenship lessons (which are boring). Ask Harley Staggers. Why son, West Virginia commerce is among the most enlighte . . . . Thanks Harley, why don't you just drop the gate on the first moto for us instead.

So Congressman Staggers sashays up, smiles interminably, and grabs the handle. At which point things begin rapidly to disintegrate. Not his fault, though. Veteran of the pushbutton halls of the U.S. Congress and sundry board rooms, nothing has prepared The Honorable for the *laissez faire* enthusiasm of 40 people who want to get to the first turn first. After two red-flagged starts which feature

Gary Jones hasn't won a National moto all year, but his second at Morgantown was good enough to make him the National points leader in the 250 class. The kid has a lot of ways to beat you.



Tony D. got the Open win and a hammerlock on the National points lead.

photos and facts by Dan Boyd
ill-humor by Mike Kerley

NATIONAL

Gentlemen, start your . . . eh . . ., what? Oh, yeah, start your en . . . no wait, not yet, I mean start . . . well, in a minute . . . . Say, what's wrong with you guys, anyway?

MORGANTOWN, W. VIRGINIA NATIONAL MX. RESULTS

250

1.	Pierre Karsmakers, Mission Viejo, CA (1,1)	YAM
2.	Gary Jones, Hacienda Heights, CA (2,2)	CZ
3.	Bill Grossi, Santa Cruz, CA (5,4)	HON
4.	Bob Grossi, Santa Cruz, CA (9,3)	HUS
5.	Ken Zahrt, Woodland Hills, CA (8,6)	BUL
6.	Frank Stacy, Cheektowaga, NY (7,9)	MAI
7.	Peter Lamppu, Sherman Oaks, CA (14,5)	MON
8.	Mickey Boone, Winston-Salem, NC	HON
9.	Rich Thorwaldson, Cerritos, CA (6,13)	SUZ
10.	Gaylon Mosier, Garden Grove, CA (3,17)	HON

OPEN

1.	Tony Distefano, Morrisville, PA (2,1)	CZ
2.	Bryar Holcomb, Sunland, CA (3,2)	BUL
3.	Steve Stackable, Austin, TX (4,4)	MAI
4.	Gary Semics, Lisbon, OH (6,3)	HUS
5.	Rex Staten, Fontana, CA (5,7)	HON
6.	Jim Weinert, Laguna Beach, CA (9,5)	KAW
7.	Terry Clark, Palmdale, CA (8,6)	HUS
8.	Mike Hartwig, Hadley, MI (1,13)	YAM
9.	Wyman Priddy, Ft. Worth, TX (7,8)	KAW
10.	Mark Blackwell, Mission Viejo, CA (10,9)	MAI

impressive holeshots by people who actually manage to get *over* the gate and into that narrow turn, things settle down, the gate finally drops and the racing begins. With Mike Hartwig, Monocrosser and all, out front. All the way. Good-bye Mike, don't forget to write.

It's too bad that Hartwig was so far out in front — he missed a really fine race for second place. Tony DiStefano, Jim Weinert, Bryar Holcomb, Gary Semics, Steve Stackable and Wyman (Hair) Priddy did it up right for most of the race, and as it came down to the flag, Tony and Jim were still going at it. Out of the last turn, DiStefano had a slight lead going to the wire, but Weinert laid the big Kaw's motor on the home-grown CZ and got there first (second). Hmmmm, thought Tony, wonder where he came from? Hmmmmmmmmm, thought the referee, wonder where *he* came from? Wherever Weinert came from, it was illegal, and he took a lap penalty that dropped him to ninth.

Jim was vocally annoyed, and you really couldn't blame him. He had managed to be among the holeshot grabbers in the first two starts, only to be called back, but a bad start on the third and final (and official) start had him at the back of the pack going into the first turn. A pile-up forced him off the course, and rather than try to turn the bike around on the steep hill and go back in where he'd been run off, he just dove into the first available opening. "Penalty," said the ref. †$&%† politicians; *&$&&*! referees, growl," said Jimmy. Which is the way it stood. A strong argument for using only professional starters at points events, and Weinert would no doubt agree. Let the politicians stick to ribbon cutting.

Then it was time for the first 250 moto. Gary Jones swung a leg over his Can-Am and started for the gate, only to have the bike choke up and die. Kick, cough, die. Kick, kick, cough, nothing. Downright odd. The Can-Ams have their problems, but starting isn't one of them. A quick check revealed nothing wrong with the electrics. Things are starting to get nervous, better check out the pre-mix. Turned out that the pre-mix was a nice 32:1 mix of water and sugar, compliments of person or persons unknown. So the race was delayed until Team Jones could fix what needed fixing.

Tony Wynn grabbed the holeshot, with Jones, Grossi, Zahrt and a whole bunch of others right behind. Pierre lay back for a while, no doubt reciting the Pledge of Allegiance, but midway through the moto he moved into first place, a position he maintained for the rest of the

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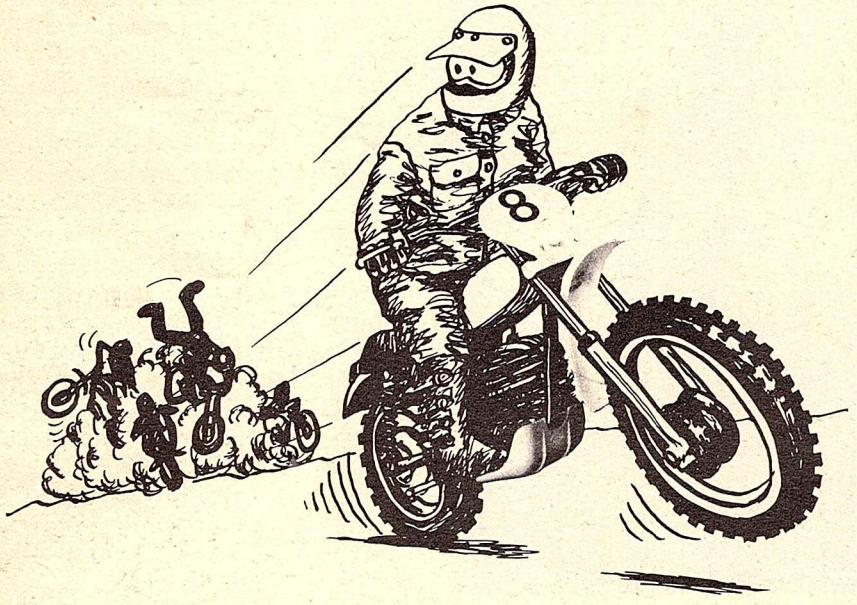

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OPPOSITE PAGE:
Holcomb grabs the early edge through the whoopdies out of the first turn, while Tony D. bides his time.

afternoon. Two more first places for the 250 Monocrosser, and it looks like the Dutchman is going to win everything *but* the points championship this year. It's unlikely that the AMA Rules Committee is on Yamaha International's Christmas card list anymore.

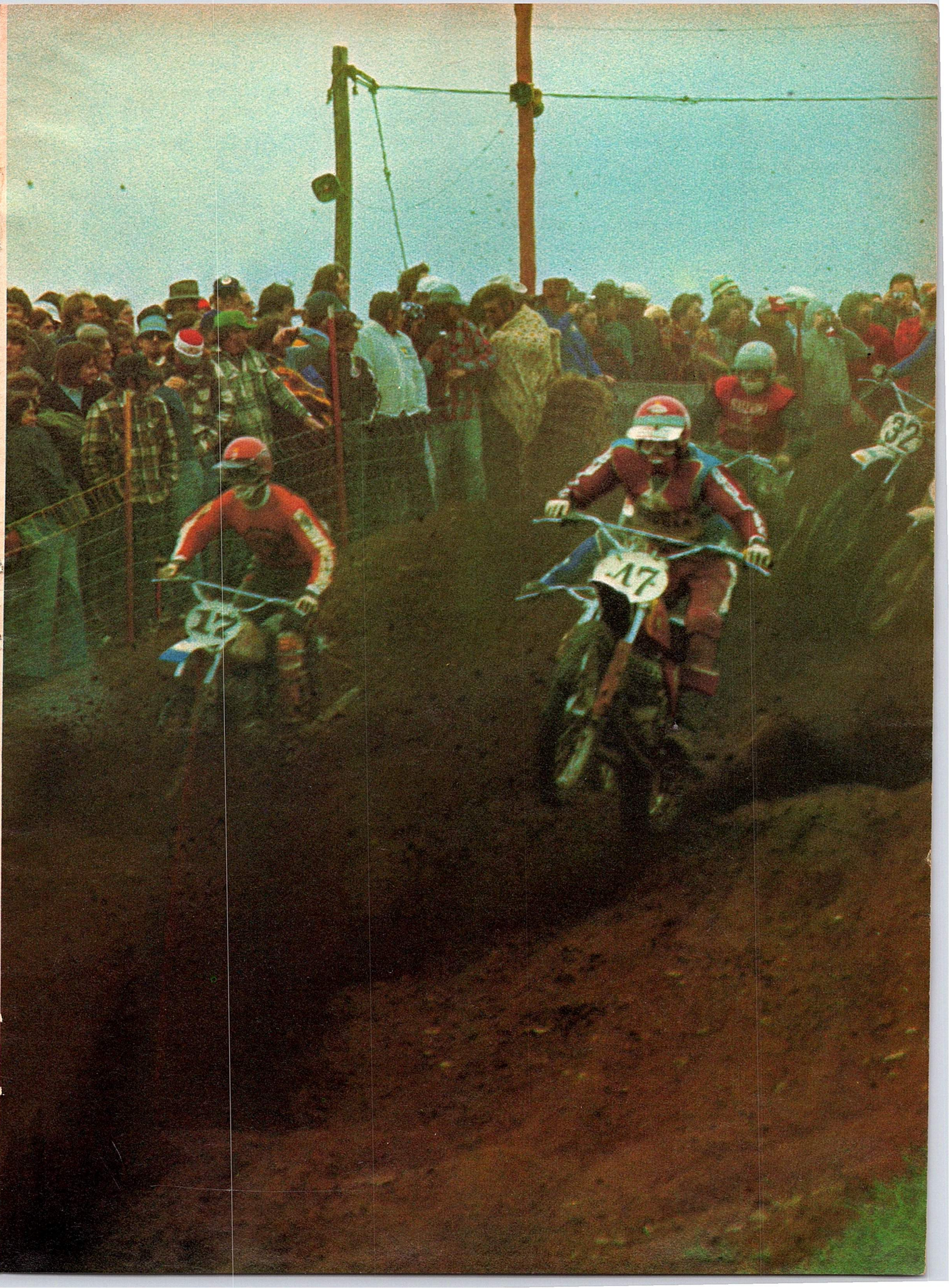
Gary Jones took second place in both 250 motos, using his talent and conditioning to take a bike that seems not quite competitive into the National points lead. If he keeps his filler cap padlocked, he may make it three championships in a row.

Mike Hartwig grabbed another holeshot in the second open moto, but fell off the pace a hair when he lost his seat and rear fender midway through the heat. He had built up such a lead at that point

Pulsating Pierre pushed his Monocrosser to two firsts, but his passport got between him and the National points race.

that it took Tony DiStefano two laps to pass him and take the first. Bad vibes for Mike, since the win would have given him a ten-point lead in the Open points chase.

Bad starts, espionage (or whatever) and all, Appalachia was a good scene: good racing, fine people and a super-fine track. Let's just hope they don't find coal under the place. *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RACING
BUCHANAN NATIONAL

Mike Hartwig walked back and forth in front of the start gate, scuffing at the dirt and eyeing possible lines to the first turn. Then he marked out a spot on the line and his mechanic carefully placed the 360 Monocrosser right . . . *there.* Mike climbed aboard, tipped his visor to the large bunches of relatives, friends and hero-worshippers who'd come to see the local boy who made good; and then, as the gate slammed down, dropped the hammer, upshifted a few times, power-slid the first turn and was gone. The unchallenged open class winner in a (1,1) sweep. For a minute, it looked as though Rex Staten might make things interesting for the kid from Hadley, Michigan, but his Honda seized on the second lap. Weinert, DiStefano, Holcomb and Stackable picked up the pieces.

MXA's Kenny Zahrt had resolved to, 1) stay away from fences, and 2) get in shape. Mind triumphed over matter as the teener convincingly won both 250 motos with surprisingly little opposition. Gary Jones found that his Can-Am just wouldn't cook with Zahrt's Bultaco and Pierre Karsmakers found that piling into Marty Tripes is a real good way to break your frame. Ron Pomeroy pulled another Bul into third place with his best ride of the new season, and New York's Frank Stacey piloted a new Ossa Phantom to an easy fourth. Rich Thorwaldson lost a chance at top money in a first-lap crash during the second moto, which left him with a nasty gash on the chin.

RESULTS

250

1. Ken Zahrt, Woodland Hills, CA (1,1)	BUL
2. Gary Jones, Hacienda Heights, CA (3,2)	C-A
3. Ron Pomeroy, Yakima, WA (5,3)	BUL
4. Frank Stacey, Cheektowaga, NY (4,4)	OSSA
5. Peter Lamppu, Sherman Oaks, CA (6,7)	MON
6. Rich Thorwaldson, Cerritos, CA (2,11)	SUZ
7. Bob Harris, Windsor, NY (8,6)	MAI
8. Tony Wynn, Sherwood, AR (10,5)	NOG/YAM
9. Wayne Welzien (11,8)	BUL
10. Bob Grossi, Santa Cruz, CA (13,9)	HUS

Open

1. Mike Hartwig, Hadley, MI (1,1)	YAM
2. Jim Weinert, Laguna Beach, CA (3,2)	KAW
3. Tony DiStefano, Morrisville, PA (2,4)	CZ
4. Bryar Holcomb, Sunland, CA (4,3)	BUL
5. Steve Stackable, Austin, TX (6,5)	MAI
6. Gary Semics, Lisbon, OH (5,6)	HUS
7. Terry Clark, Palmdale, CA (8,7)	HUS
8. Wyman Priddy, Ft. Worth, TX (7,8)	KAW
9. Doug Wilson, Rochester, MI (9,9)	YAM
10. Scott Jordan, W. Monroe, LA (10,10)	BUL *

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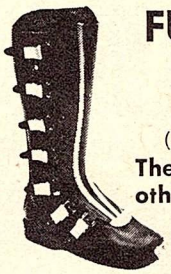

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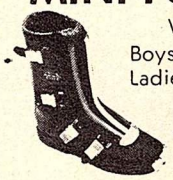

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YAMAHA MOTOSHOCK

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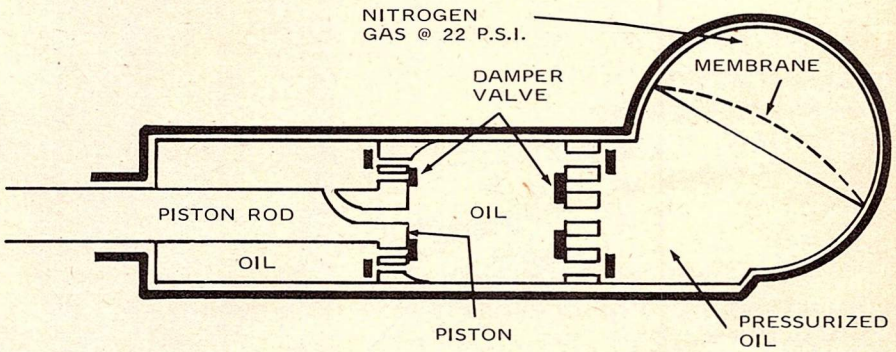


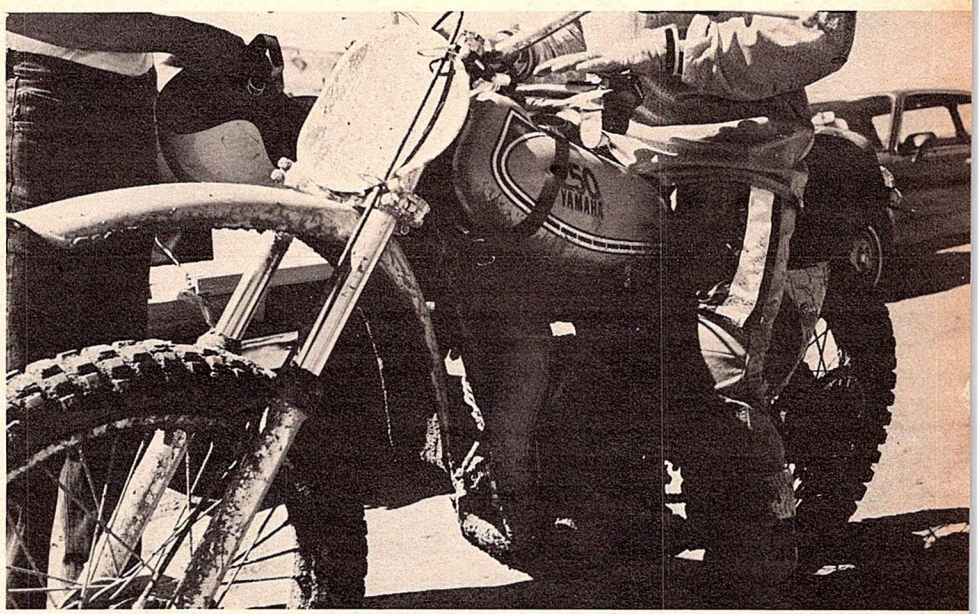
With all the brouhaha about the production Yamaha Motoshock motocrossers (It's easy to start a brouhaha. Just whisper to a magazine editor, "This isn't for publication, but . . . "), we thought we'd bring you a little up to date on the Yamaha rear suspension concepts.

First of all, it's nothing new. The single shock unit and triangular swingarm is old stuff. We seem to remember seeing such a design on a photo of an old BSA. Our friends the MiSi people in Tulsa developed a monoshock frame a few years ago. Citroen, the French firm that builds those funny looking cars, uses a similar suspension design on their road bunnies. Even the original Motoshock prototypes were developed in Belgium two years ago. It's an old idea, but some smart folks thought of a new way to use it. Motocross.

* * *

Baz rode one. Not just any one. *The* one. That's right. Krash Karsmaker's genuine *numero uno* works-type factory 360 Motoshocker. "Mindblowing," said the Bazzer, his right forearm twitching convulsively. "Absolutely mindblowing. That's the neatest thing I've ever been on." Baz and Pierre are about the same size, so the Champion's bike was dialed right in.

"Going up Tower Hill, I couldn't believe it. It was all gnarly and full of potholes and dips. Earlier on the Suzuki (TM250), I really had to pick my line through the rough stuff. If I got into one of those holes the back end would go nuts and I'd lose traction, to say nothing of the hits I would take. Later, on Maly's CZ with the Pro-Fab GP swingarm and Bilsteins, I could get much better traction up the hill without having to fight the bike, but the big holes still gave me some hard hits. Then on Pierre's bike, shoot, it wasn't even a question of picking a line. I could hook up that 360 coming through the left-hander at the bottom and just give it its head up the hill, dialing the gears as they came along and never shutting the gas off. Where the Suzuki felt like it was going to break in half and the CZ was getting twitchy, the Yamaha just



The new Yamaha YZ 250 Motoshock U-ride-it production bike.

Continued

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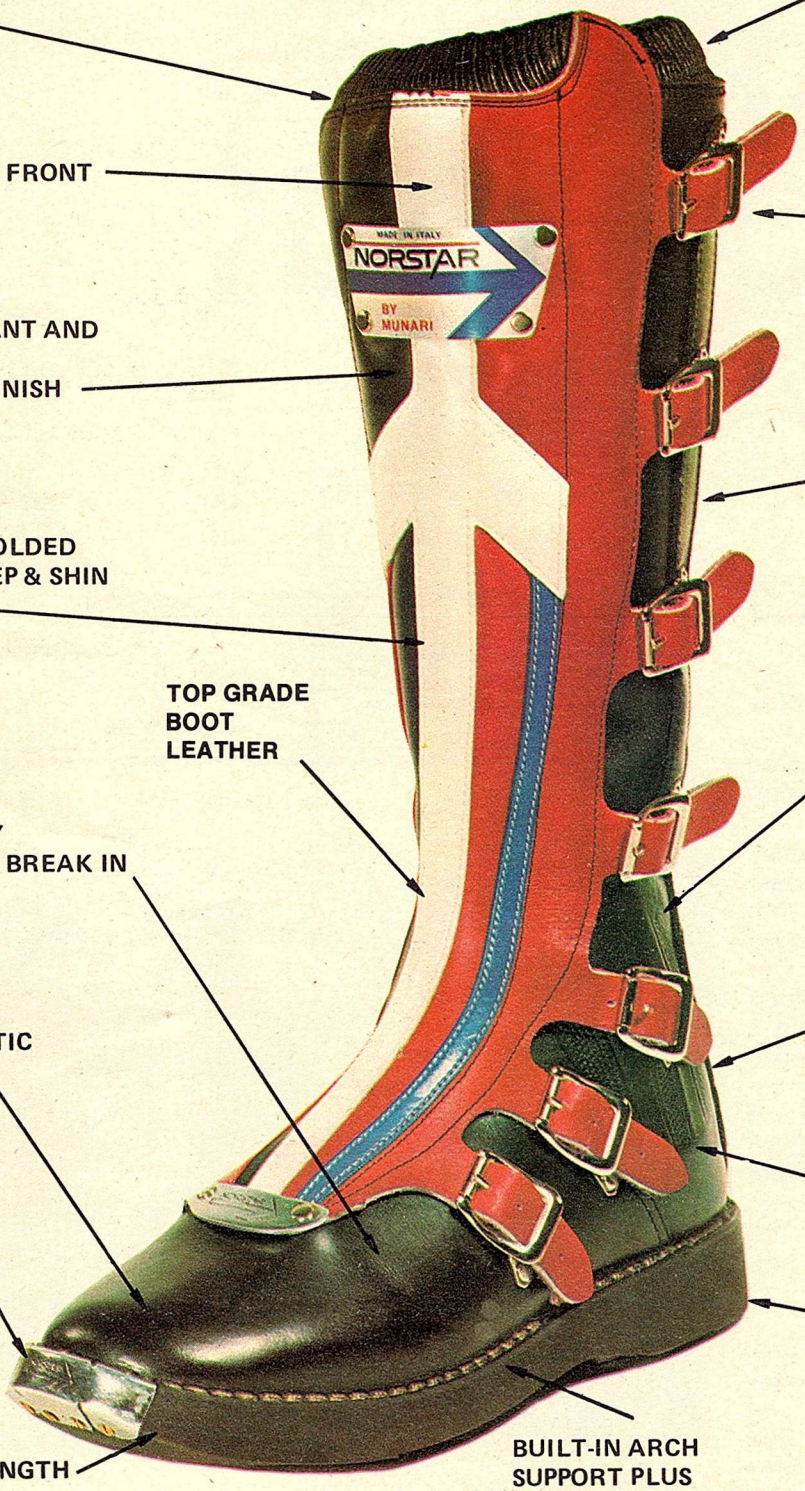

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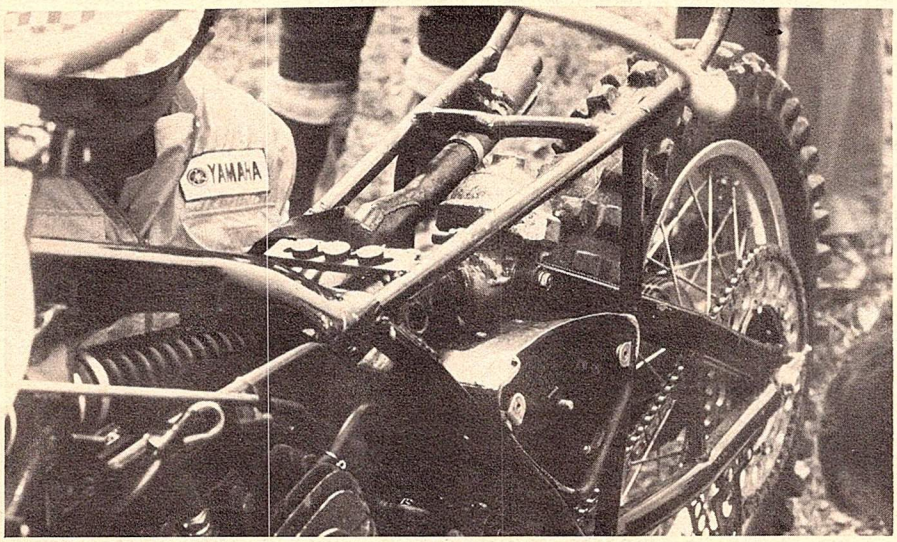
DEALER INQUIRIES WELCOME

Ake's bike at last year's USGP. Dual springs added to the confusion.



Ake's bike this year. Because the rear subframe doesn't take any suspension loads, it can be made much lighter. (Maltais photo)

kept motoring straight as a frozen eel. It was like watching a movie. I'd see these big craters passing under me but there wouldn't be any reaction from the bike. It was really super. Let's jump Pierre and steal his bike."

* * *

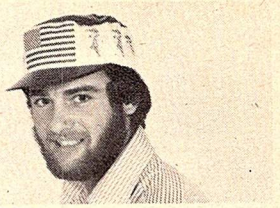
The Motoshock system has three distinct advantages over conventional rear suspension designs:

TRAVEL: Six to eight inches, depending on who you're talking to. There is no question as to the desirability of long travel rear suspension in achieving a balanced suspension system.

CONTROL: The Motoshock damping unit works like any shock absorber running a movable damper valve (piston) through a fluid medium controlled by a fixed damper valve. (See diagram.) In conventional shock absorbers, pressure changes caused by the movement of oil through the damper orifices allow air bubbles to enter the system, making the oil foam and thus lose its damping characteristics. The Motoshock system incorporates an inert gas (nitrogen) chamber at the end of the shock unit. (See diagram again.) At 22 psi the gas keeps the oil under constant pressure, eliminating the possibility of air bubbles entering the oil. Without foam, the damping characteristics of the oil remain constant at a given temperature. Hooray.

Also, since only one unit is involved, load is divided equally to both sides of the swingarm, something not always achievable with two shock absorbers.

Continued



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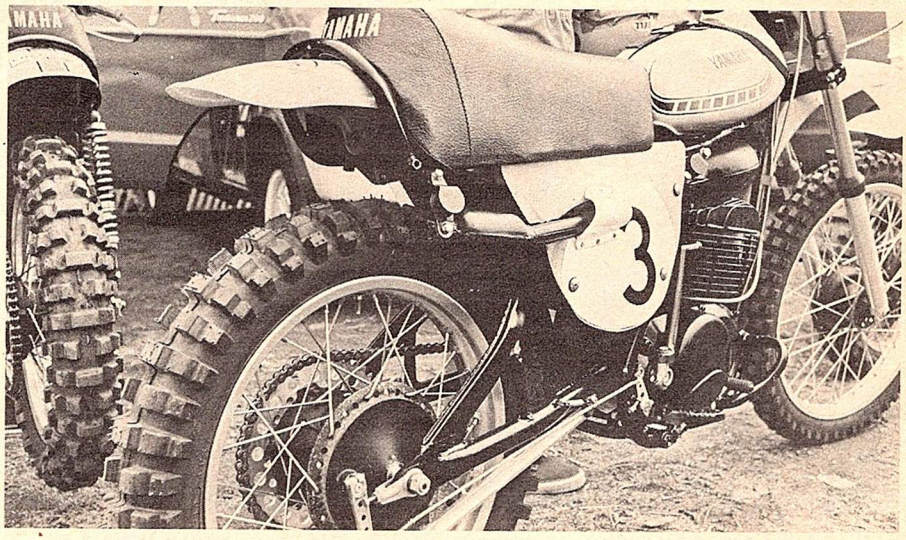
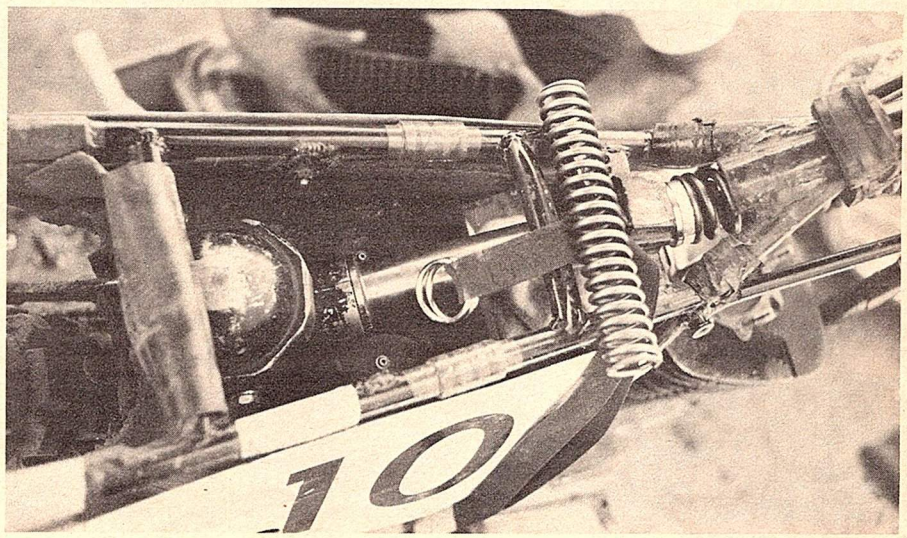
Pierre's 360. Except for the shift and brake being switched, the right side crash bar and a few other factory touches, it's basically stock.





The damping unit. That dome toward the rear is the pressure chamber.

ADJUSTABILITY: Gas pressure, oil viscosity and spring rate are all variable, allowing the unit to be tuned to the requirements of the bike, rider and track.

* * *

You pay for your thrills. There are disadvantages to the system.

VARIABILITY: As one Yamaha mechanic put it, "When it's dialed, it's really dialed. When it's screwed, it's really screwed." Ake Jonsson tore his hair out for a year getting the suspension right on his factory 390 Yamaha. Since there are so many variables, it takes skill and patience to get it just right. And luck.

REACTION TIME: Because of the relatively long throw of the shock unit, the rear wheel reaction time is slow, giving it the feel of being a bit "mushy" when skipping through a fast turn. Bikes with forward mounted shocks don't seem to have this feeling.

Besides, you have to carry around a bottle of nitrogen gas, something you may not be able to find at your local bike shop.

* * *

As usual, this lowdown is the accumulation of what facts and impressions we've been able to compile through our contacts with people who should know about these things. We've ridden Pierre's bike. We've seen the production 250 Motoshock and we went for a short spin on the production 360 Motoshock. We will, of course, be testing the new Yamahas shortly, and give you our complete evaluation later in the year. Gollee, Mr. Wizard, do ya think it'll work? *

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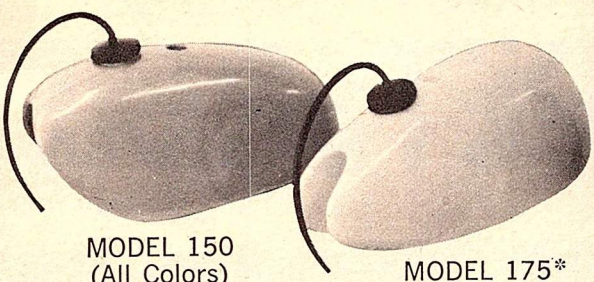
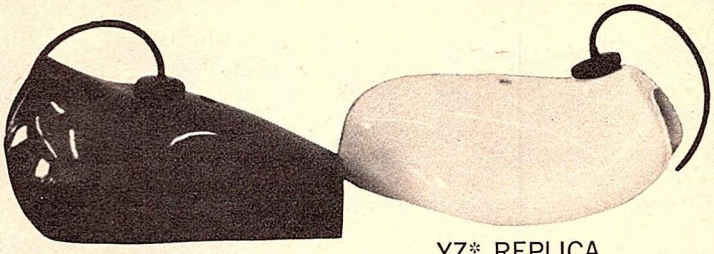


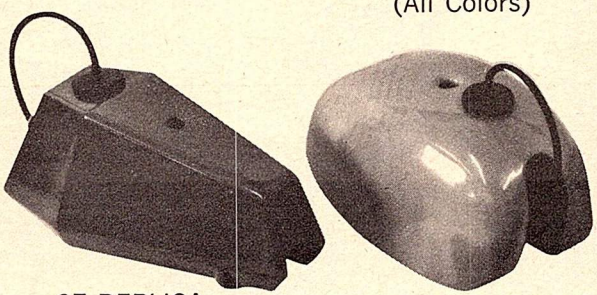
MODEL 150
(All Colors)

MODEL 175*
(All Colors)



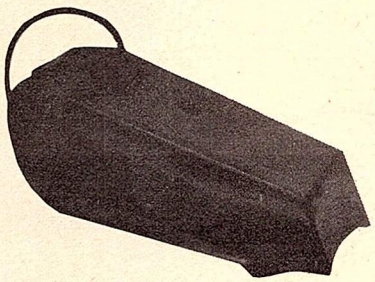
BULTACO REPLICA
(Colors-R, B, S)

YZ* REPLICA
(Colors-Y, S, W)

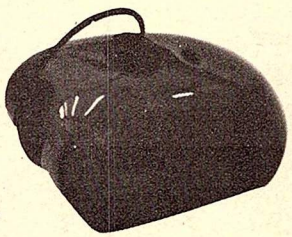


CZ REPLICA
(Colors-R, W, B, Y, S)

MODEL 320*
(Colors-R, W, B, Y, S)



MAICO REPLICA
(Colors-R, Y, O)



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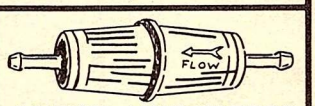

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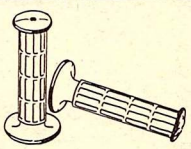

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PECULIAR PETERBILT

motorin' to the motocross in a mindcrunching manner

by Pete Szilagyi

We're not going to get all misty and tell you Bill Kasson built this rig to conserve fuel on his way to the Sunday motocross. No way. He built it to blow minds. He likes outrageous vehicles.

Consider his collection: a Step-Van camper with a full-color rendering of Wonder Warthog eating a 400 Suzuki painted on the side; a 350 Jawa Californian "dresser" with two hood ornaments (bulldog and illuminated swan) and at least 30 reflectors all over, in addition to many streamers and other doodads; and an enormous Lincoln limousine (purchased for $100) in which Bill and his hoodlum friends cruise to the local catfish parlor.

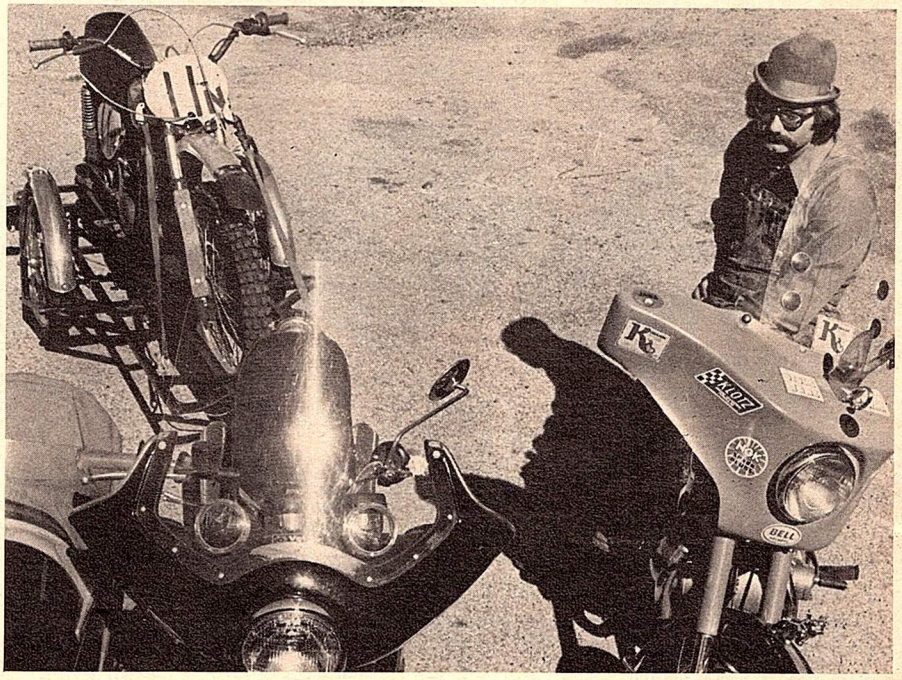
The trailer idea is not new. Quite often you'll see a Harley Hog toting a bulbous camping trailer and two equally bulbous riders. But we've never run across a motocross rider who tows his bike to the races with another bike.

Here's the caravan: Yamaha 500 street bike w/Windjammer fairing, attached (with difficulty) to a Velorex sidecar, and the whole deal towing an extremely sanitary, gold-pinstriped bike trailer. And here's how it works: The Yamaha is for the rider, the sidecar for the riding gear, tools, cooler and anyone fool enough to ride in it, and the trailer for Bill's YZ 360 or Penton 250. When he shows up at the track, heads turn.

Indeed, as the seven-wheel entourage threads through Sunday morning traffic, many churchgoers' heads turn. It's a very striking combo, even the Jawa sidecar, which is a 1974 model but looks like a 1934 antique. Jawa stylists can't be rushed into the 1940s.

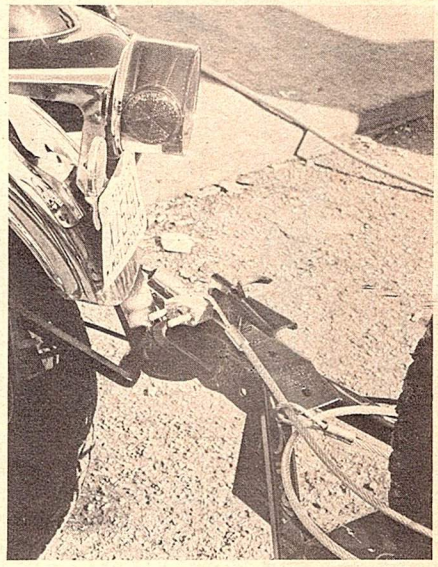
Jimmy the Magic Welder, a torch-jockey who specializes in bikes and oddball jobs, designed and built the 145-pound trailer and figured out how to hook it up to the Yamaha 500. The space frame is welded up from one-inch square tubing, and instead of using the customary rail to support the bike, two wheel-size holes are cut from the trailer's frame to allow the knobbied wheels to hang low and effect a low center of gravity. Both trailer wheels are Yamaha Enduro units hung on specially fabricated swingarms and damped with CZ shock absorbers. As a former CZ rider, Bill has a lifetime supply of replacement shocks.

The trailer brakes are fully operational and actuated by the rear brake lever of the tow bike via a long, long cable. Highway

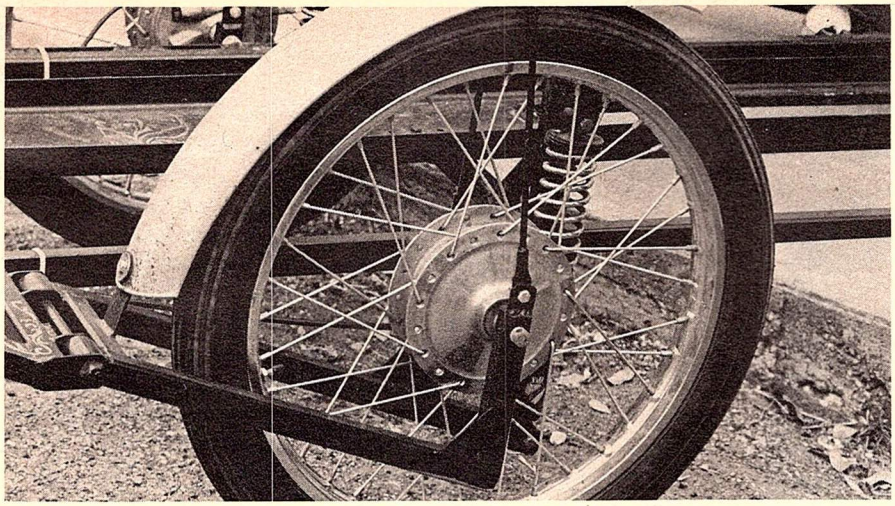


A YZ 360 in strange company.

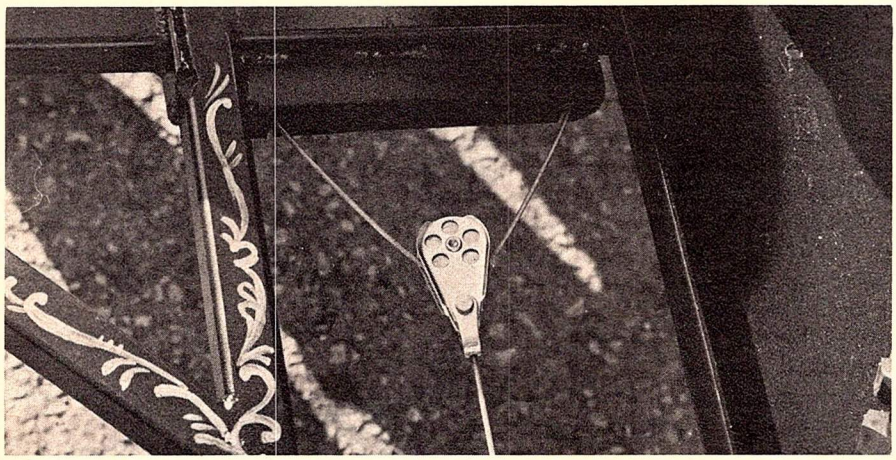
Trailer sits low, race bike sits even lower, for less sway when the unit is broadsliding through a corner. A crazy man drives it.



Hitch is attached to plate steel curved under fender, and welded to frame of Yamaha 500.

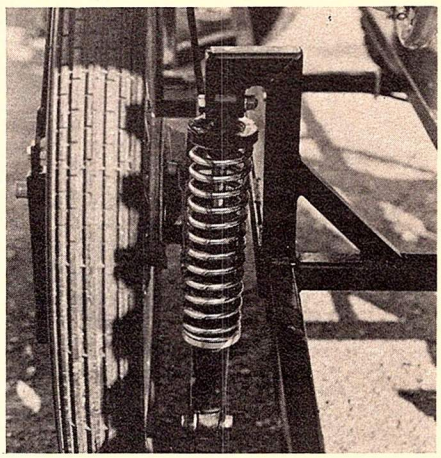


Swingarm suspension is radical for a trailer. Jimmy couldn't figure out how to monoshock it.



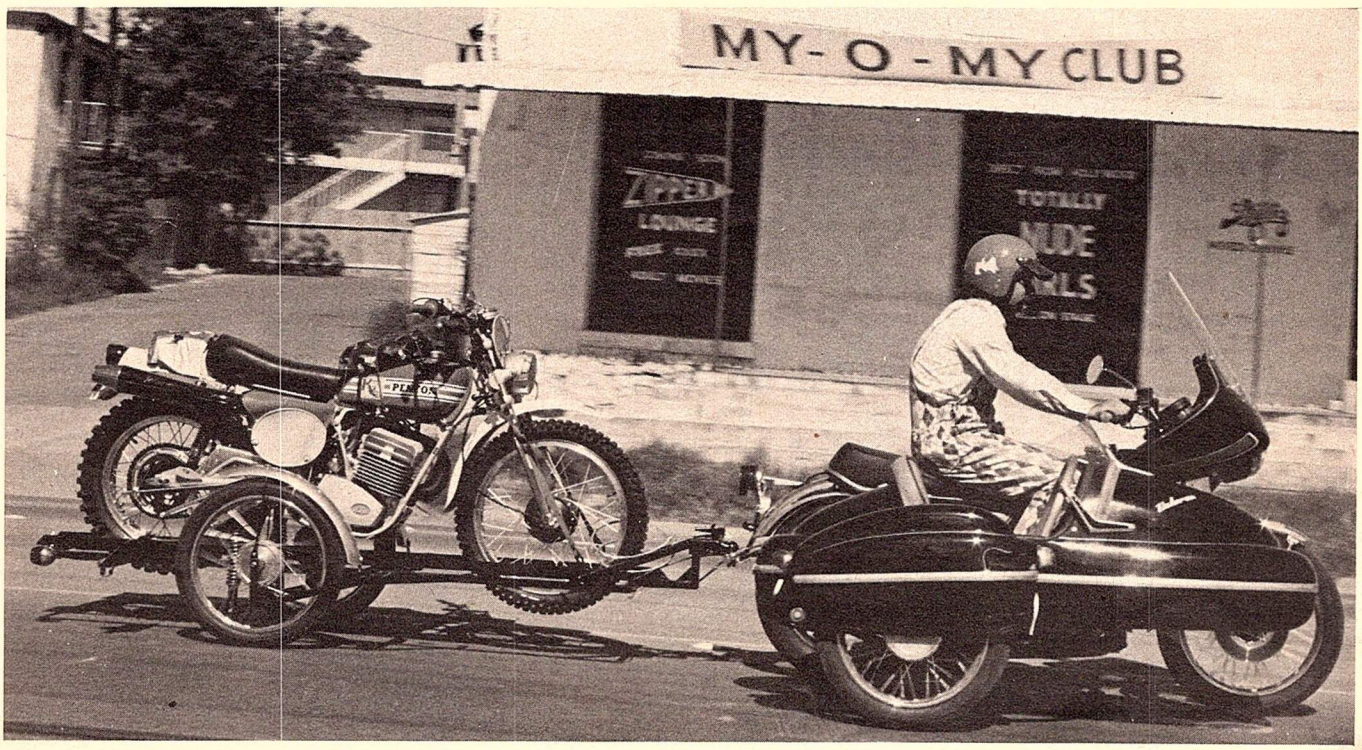
Linkage for Yamaha Enduro brakes. Sidecar also has brakes. All are operated by tow bike's brake lever. Takes a lead foot.

cruising is safe and steady even at 80 mph. When one of Bill's race bikes is on the trailer, total retail value of the whole mess exceeds $6000. Outrageousness doesn't come cheap.



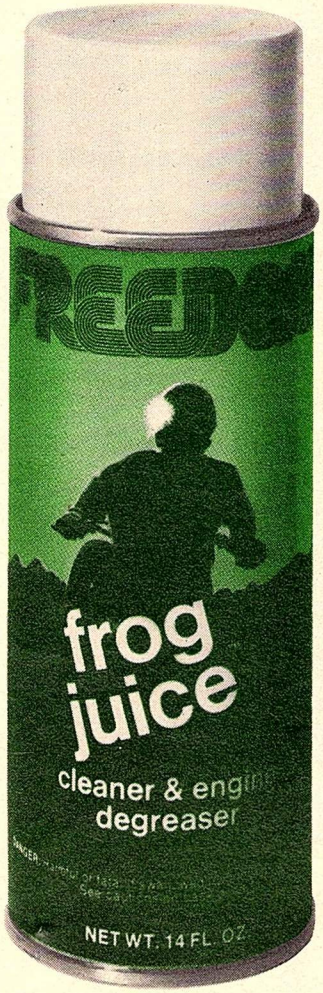
20,000 more trailers like this and all the CZ shocks in the world will be used up. A perfect application.

Anyone with a flair for the unusual and a pocketfull of long green can have a trailer like Kasson's. Jimmy will build a similar trailer and throw in a custom hitch for the tow bike for only $1050. You're welcome to bring a case of Schlitz and watch him work out with the torches. Write Jimmy the Magic Welder at KK Welding, 2036 S. Lamar Austin, Texas 78704. *



My-O-My! Kasson takes off for an ISDT Qualifier to see how the other half lives.

FREEDOM T.M.



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MONTESA TEST

Continued from page 33

THINGS WE DIDN'T LIKE

Besides the petcocks and the non-adjustable brake pedal, we weren't too crazy about the fiberglass airbox covers which tended to flake around the edges and have the fasteners pull through. We also feel kickstands are silly, especially when the big luggy mount is welded to the swingarm. Some of the little nuts and bolts were pretty soft and we stripped a few. At the end of the test the bike looked pretty funky, with assorted Suzuki and Bultaco nuts and bolts holding it together. Two skinny fuel lines siamesed into one skinny fuel line, which tended to starve out the float bowl on long, uphill pulls causing detonation. We replaced the single skinny one with a fatter model, and the detonation ceased. The all-wire throttle cable took a crap and had to be replaced. Seems you never have to replace the softer Japanese cables.

THINGS WE DUG

Just about everything else.

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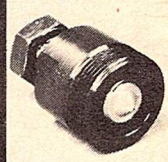

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Dural hubs and brake plates kept unsprung weight to ping-pong proportions. Stainless steel spokes held fast even after being sawed half through by a thrown chain. Clutch and brake cables are identical, can be swapped, and are equipped with oiling nipples. Twin-Air filter is boss and E-Z to do. Gearbox is one of the finest shifting units we've kicked in a while. Speaking of kicks, the kickstarter is the only one so far that didn't hang your leg into a footpeg after you finished using it. And the motor fired up first kick every time. The best thing we liked about the VR was racing it. Out of five motos run with the bike, our man scored three firsts, one second and a 12th. (There's a long, involved story about the 12th which we don't have space to get into. Wasn't the bike's fault.) Montesa even offers spare engines, complete, if you have a hankerin' to hit the National circuit with a full complement of spares.

* * *

And you could go National with this machine and be absolutely competitive with the factory stuff. It's one of the new breed of production racers that has close kinship with what's going down in Europe, so it won't draw any snickers when you pull it out of the van. In fact, when you roll it up to the line, most of the other riders will give you plenty of room, for the reputation of the VR is starting to dig in. If you're looking for a machine to do battle with the new Husky and Penton 250s, you can't do better than the VR. If you think you can, get two and send one to us. *

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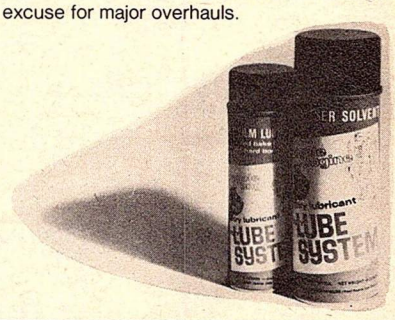

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RACE TEST

SUZUKI TM250L CHAMPION

IF YOU WANNA RACE BUT YOU DON'T WANNA RACE, HERE'S A RACE BIKE YOU CAN RACE WITHOUT RACING IT

Give us a break, Bazzer.

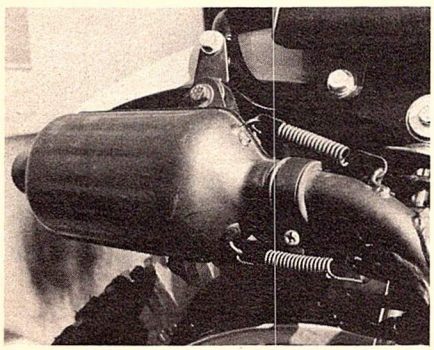
Your basic motorcycle package. The bike has really clean lines. Everything seems to fit a normal, average rider.

Something is happening to Suzuki. They're starting to build some fairly boss bikes. The 125 Challenger has always been good and it's getting better. The 400 . . .well, the 400 started out as a turkey but it too is getting better, slowly. But the 250 has gone from fairly good to bad to fairly good again. The best one is the new one, the 1974 model designated the TM250L by the powers that are.

We'll tell you a little story about what happened last year. We tested the 1973 TM250 and, without mincing words, that bike was the biggest pile of kitty litter we ever set our buns on. It's true. Whenever anybody asks which bike was the worst we've tested, the '73 Suzuki 250 gets mentioned more than not. The thing had no power, anywhere. The frame flexed, the swingarm flexed, the pegs flexed, everything flexed. The forks didn't work, the shocks didn't work . . .oh, why talk about it? In fact, we didn't. An editorial decision was made not to run the test because we couldn't get enough test data on the bike be-

cause nobody would ride it. It was a real goat.

But that was last year. This year the TM250 did a little turnaround, end-swap so to speak. We were a bit surprised, to say the least. In fact, the word we got was that the bike hadn't changed at all from last year. We were down at the Dunes and bumped into one of the other magazine dudes who was testing the new 250. Seeing as we magazine guys are all one big happy family, we sidled over to this guy and asked him how the bike was. He made a face like he had just eaten a spider and gave it the thumbs down.



Hefty silencer keeps the noise down but robs power. You can do better at the accessory shop.

"Same old poo, eh?" said we.

"Yup," he nodded.

Now, this guy's a bit slow so we didn't put too much weight on what he had to say, but he did give us an uneasy feeling about the TM250, seeing as we rode it last year and it scared the packing out of us and if it hasn't changed for this year, well . . . .

But it *has* changed, and for the better in most cases; although for the worse in one case. Here's the skinny:

Good changes: They got rid of that stupid pipe full of Brillo pads that made the old model run like it had a potato growing in its exhaust port. Now they're using the old style ('72) pipe with a more conventional silencer clamped on the end. This lets the motor breathe a bit easier and quiets it down considerably. It also lets the owner take *off* the stock silencer (which weighs almost as much as a bowling ball and operates on the same principles), and clamp on a quieter, lighter and more efficient Skyway,

Body jive is required for control in the turns and a clamp-on grab-hold style works best in the whoopers.

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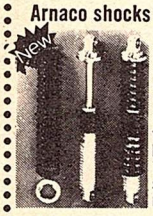
Denim Bib Overalls $21.87

Arnaco shocks $49.90 pair, springs included



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The TM250 is at its best in the wet sand, where rear driving force somewhat negates chassis flex.

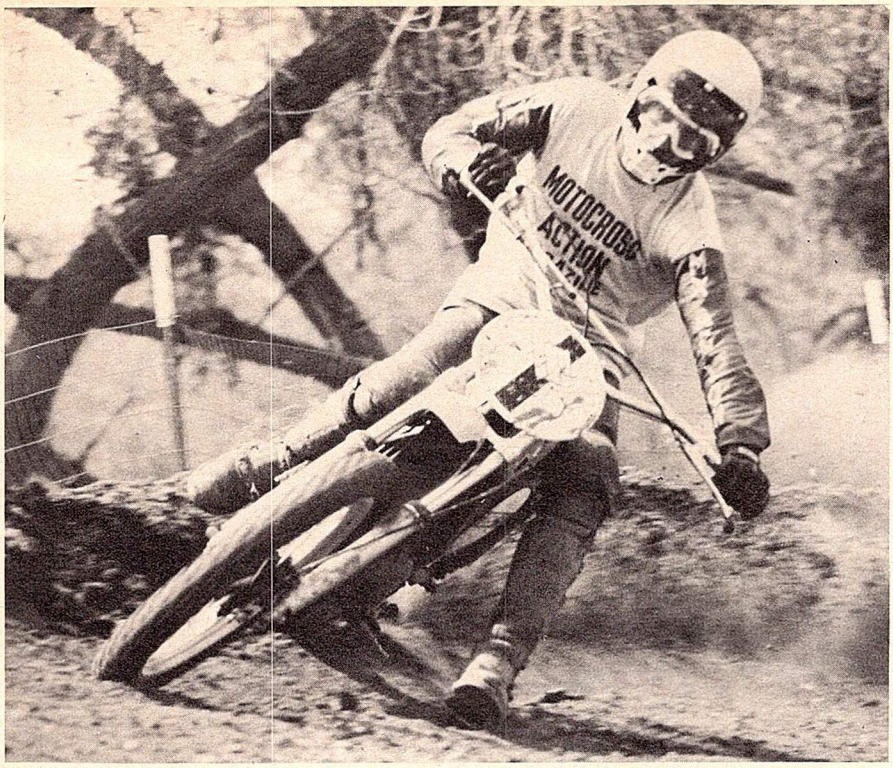
or something like that.

Polished aluminum alloy flat-style rims replace the old deep-channeled Akronts; TM "Special" D.I.D. chain keeps its shape for many motos, requiring only one adjustment per meeting; slick alloy fork sliders are devoid of any useless lugs, giving them that turned-down, made for motocross look; and, finally, a real foxy Joel Roberplica molded plastic still air box has been added, answering the plaintive wail from thousands of TM owners asking where they can get a still air box like the ones on the factory bikes.

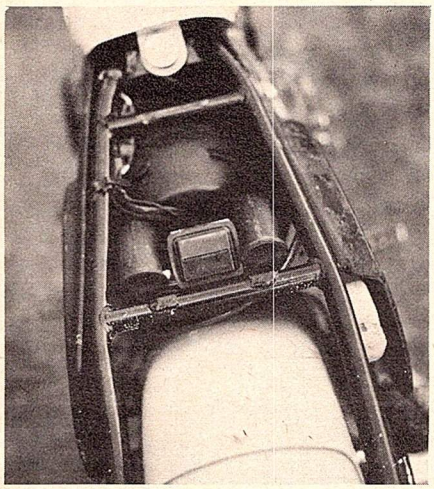
Are you sitting down? Hope so, 'cause what we have to say next may lay you right out. The rear shocks work. Yes readers, those notorious bounce units that have long been the dart board of the typewriter corps because they were indeed poor, now sustain themselves in acceptable fashion through at least 15 minutes of racing without losing too much action because the spring rate has been designed for a human rider and not an entire family of orangutans complete with picnic gear, as has been the case in the past. We called Suzuki to see if we could dig up any useful info on the development of these primo shocks and got the following

The Champeen matches its weight against a boat-anchor CZ.

shine-on: "Brrrrrrrp, brrrrrrp, brr-pip Advertising. What? They do? No, we don't know anything about them. I'll connect you with Technical. They'll probably know. Hold on. . . brrrrrr-pip Technical. What? They do? No, we don't know anything about them. I'll connect you with Racing. They'll probably know. Hold on. . . . brrrrrrrp, brrrrrrrp, brrrrrrrp pip Hello? Well, this may or may not be Racing, depending on who you are. Oh, all right then, this *is*



Putting the bite on the berm keeps the Suzook driving and out of trouble.



Foxy still air box keeps everything dry but works like a monkey trap when trying to remove the filter. Funny looking shroud must go.

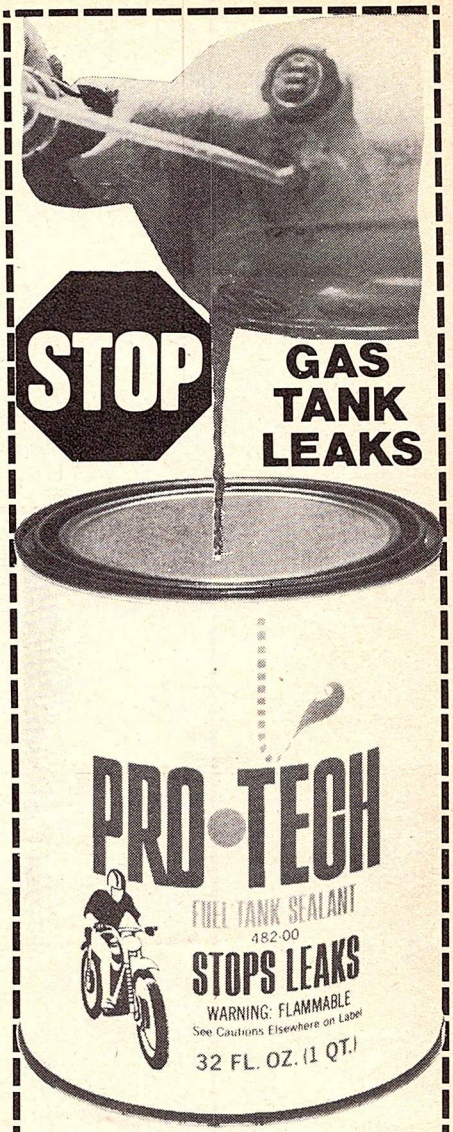
Racing. What can I do for you? They do? No, we don't know anything about them. We don't involve ourselves with the TMs, you know. Did you try Technical?"

It is safe to assume that somebody in Japan did their shock absorber homework and came up with a good design. Either that or the Quality Control dude got a good night's sleep prior to the day our test bike's shocks came off the assembly line.

Complementing the rear units are the front forks, which also have a sane spring rate and fair damping. We installed a "Number One" fork kit which improved the action somewhat, but cut down slightly on the already sparse six inches of travel.

Between the two suspensions lie the major handling problems: weight and flex. The two go hand in glove. A heavy bike will tend to flex, because the frame cannot contain the stress loads generated by large doses of lateral mass movement. (See TM-400 test in the March, '74 issue.) But you get what you pay for. The lightweights are going for around fourteen hundred bucks and the TM250 is still under twelve. So there.

Motorwise, the 250 borrowed the powerband from its little sister TM125. The curve is boss, but the numbers aren't there. They've gotten away from the flat, torquey enduro-type band that really didn't get you anywhere on the track, and into a much more radical, top-end boost that can wake up the racer in your soul. That is, if you take off the ridiculously restrictive air intake shroud that looks like something out of a Flash Gordon horror comic. With the shroud gone, at least a couple of dormant ponies are prodded to



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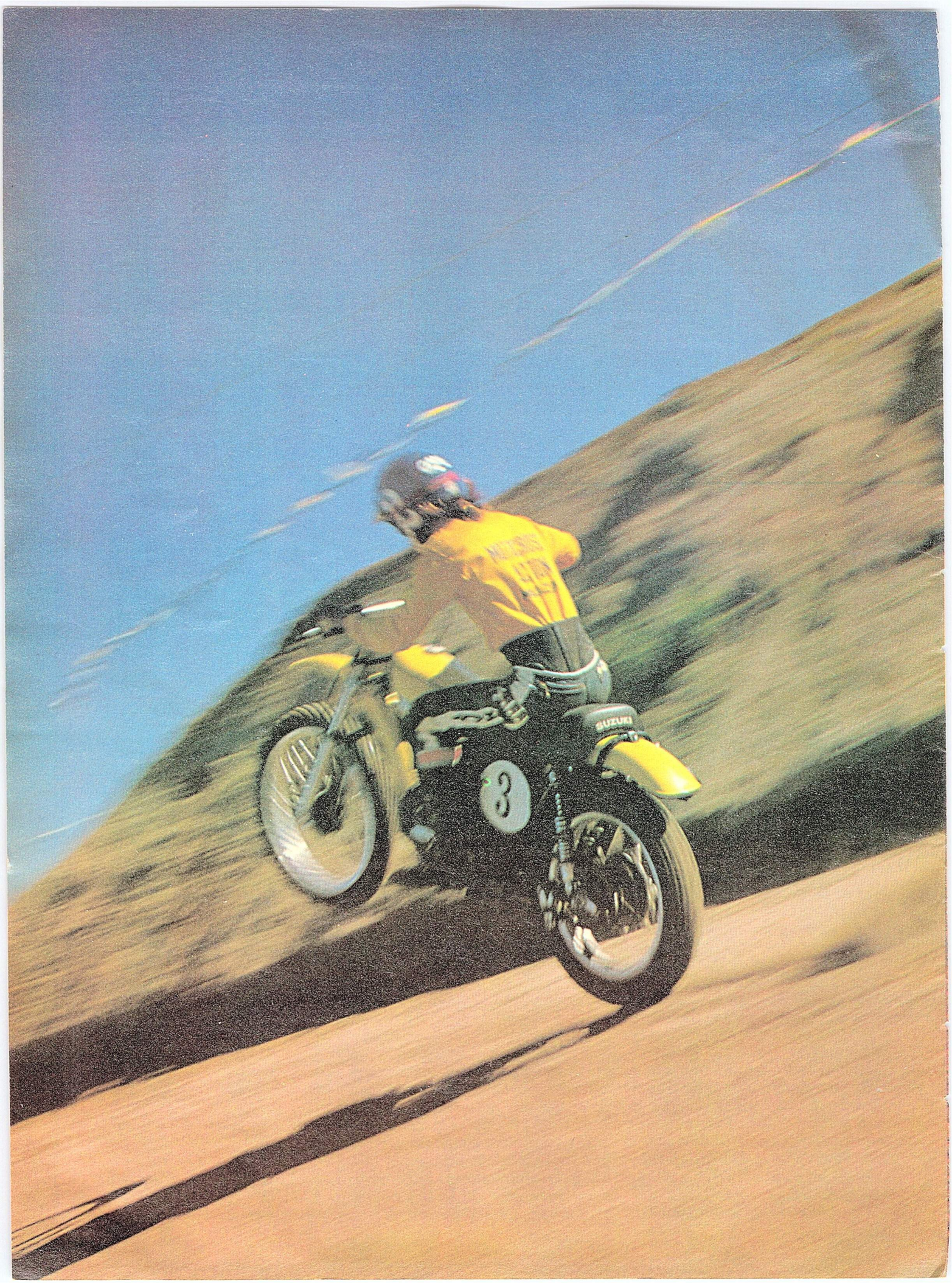
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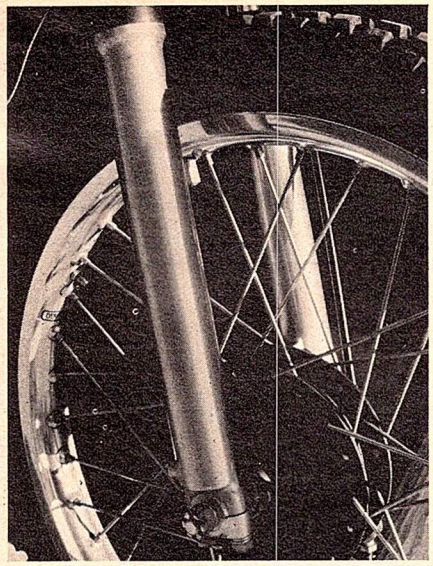
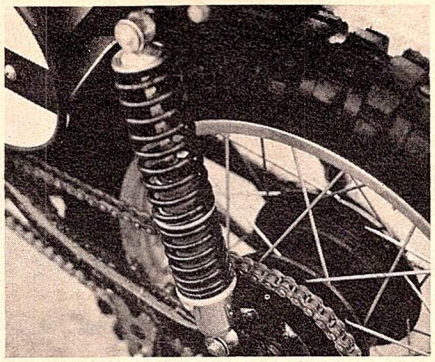


Smooth fork sliders and flat alloy rims add to the appearance and help keep unsprung weight down.

SUZUKI TM250L

SUGGESTED RETAIL PRICE: $1160
ENGINE TYPE, INDUCTION: Two-stroke, piston-port
ACTUAL DISPLACEMENT: 246cc
BORE AND STROKE: 70mm x 64mm
COMPRESSION RATIO: 7.5:1
CARBURETOR: VM32SC Mikuni
CLAIMED HORSEPOWER/RPM: 27 @ 7500 (SAE)
PRIMARY DRIVE: Gear
GEARBOX/SHIFTING: Five-speed, left side
GEARBOX RATIOS: 2.42, 1.80, 1.28, 1.00, 0.83
AIR FILTER: Oiled foam
ELECTRICAL: PEI (pointless)
LUBRICATION: CCI (oil injection)
FUEL CAPACITY: 2.4 gallons
SUSPENSION: Suzuki
TIRES/RIMS
front: 3.00x21/flat alloy
rear: 4.00x18/flat alloy
WHEELBASE: 55.9 inches
WEIGHT
actual: 233 pounds
front wheel: 43 percent
rear wheel: 57 percent
STARTING: Primary kick
COUNTRY OF MANUFACTURE: Japan
DISTRIBUTOR: U.S. Suzuki Motor Corp. Santa Fe Springs, California 90670
COST OF REPLACEMENT PISTON, RINGS: $15, $10



The most surprising feature was the fine working shocks. The chain is a good one, but the sprocket is too small.

life in the 246cc powerplant. And dig, it can use it, for with the newly radicalized powerband comes one BIG problem. The jump from second gear to third is so wide, it leaves you under the effective power range and out in the woods. Billy Payne, the outrageously fast Maico pilot, gave the TM a holeshot test: W A A A A A A A A A A A H W A A A A A A A A A A H W A-ooooohwa A A A A A A H. " ! This bike is_ _ _! It won't pull third gear!" Not even for Billy Payne. The answer for Suzuki is to redesign the gear spacing to fit the new powerband. The answer for you is to buy a pizza-size rear sprocket to lower the final ratio and forget about using first gear for anything other than pulling your van out of stream beds.

What Suzuki has produced here is their best 250 to date, however close to the bottom of the heap it is. Wheelie freaks are going to love it for its tilted 57-percent rear weight bias, although cornering freaks will loath it for much the same reasons. Maintenance freaks will hate it because, short of the air cleaner and chain, there's not much to maintain, although race-it-and-forget-it types will love it for the same reasons. What the bike lacks in power and handling, it makes up for, sorta, in complete reliability, economy and ease of ownership. If you're a racer, someone who wants a no-compromise racing machine, the TM250L will compromise you to death. But if you're the weekend warrior type, someone who wants a bike that is fairly zippy, handles within reason and will get you from race to race without too much hassle, the Suzook may fill your notch. *

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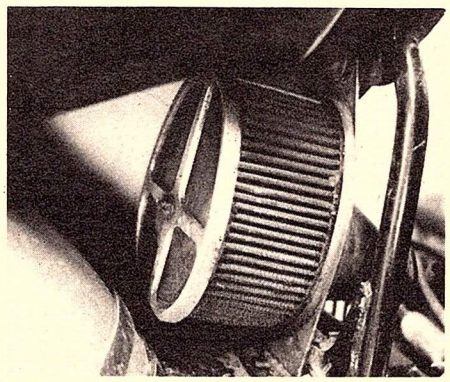
RACE PREP, PART 1

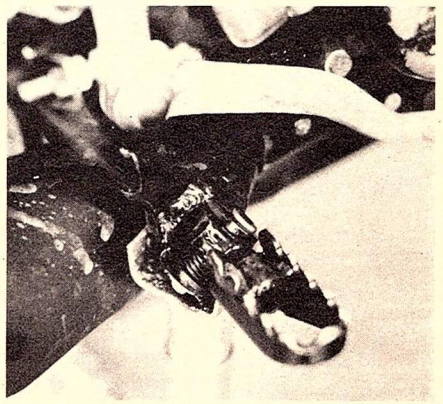
CR 125 MADNESS

AFTER YOU DO THIS TO YOUR ELSIE, YOU WON'T HAVE ANY EXCUSES

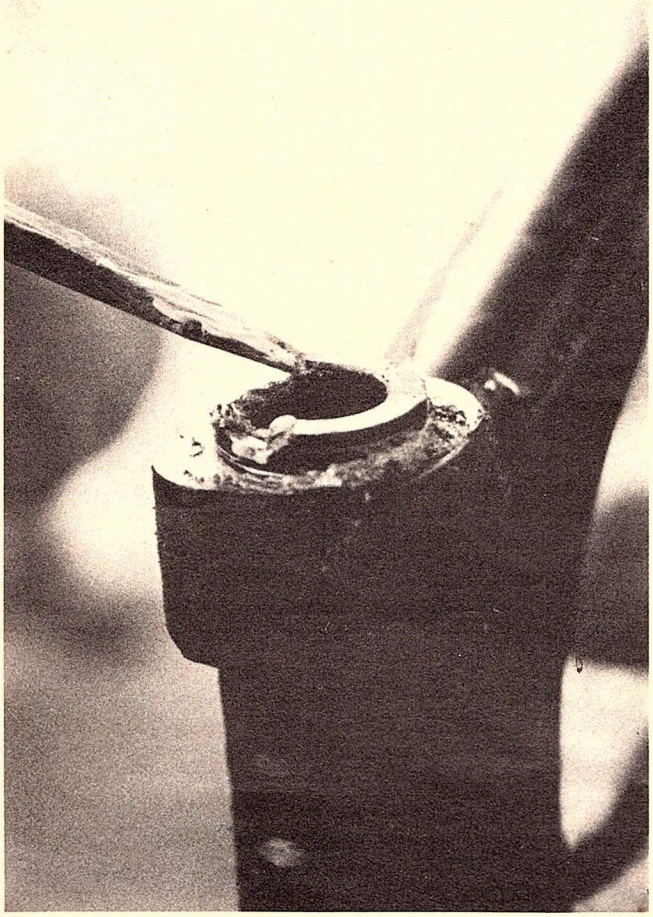
Fifty million kids all over the country want to know the GP set-up for their CR125 Hondas. Basically, it's quite simple: Move up the shocks and blueprint the engine. Plus a few other odds and ends. Cycle Products West in Los Angeles has been involved with race preparation of Honda Elsinores since their introduction last year, long enough for the gang to get it down pretty good. We're going to show you how they do it in two parts. This month we'll do everything but the engine and next month we'll do the engine. Fair enough? Begin.



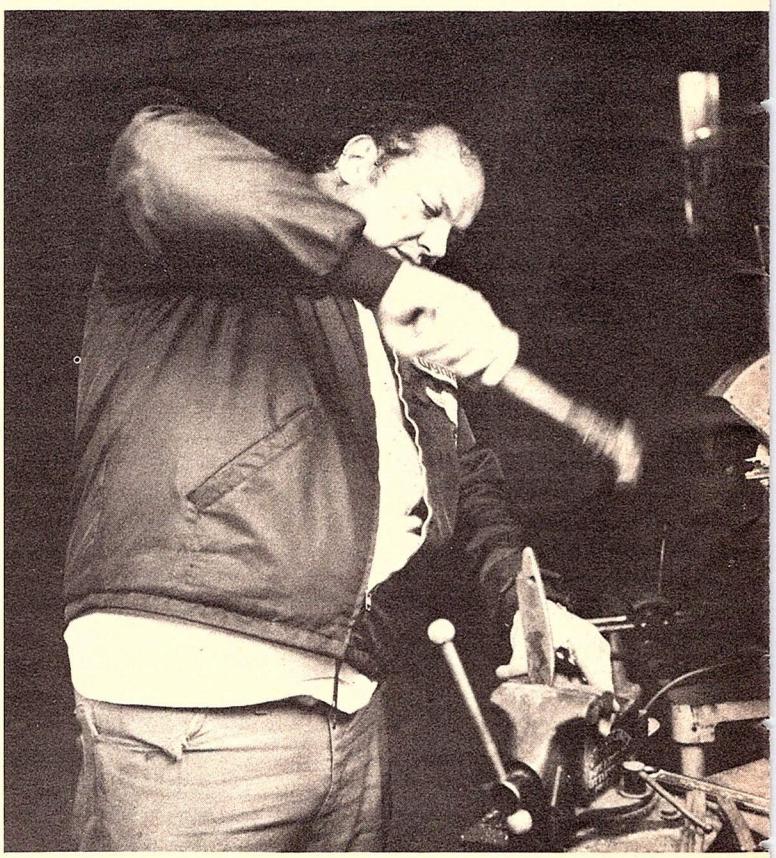
Air leaks which occur around the air cleaner mating surfaces are siliconed for better seal and a K&N filter is installed.



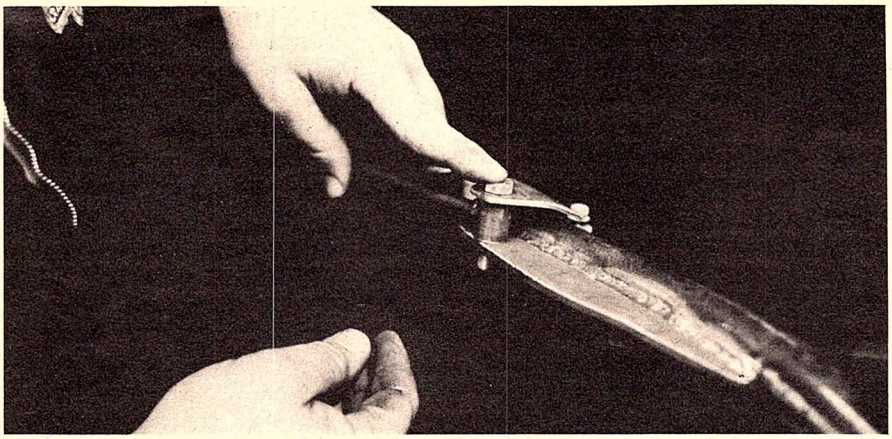
Footpegs, which are cracking around the welds on many CR125s, are braced and rewelded.



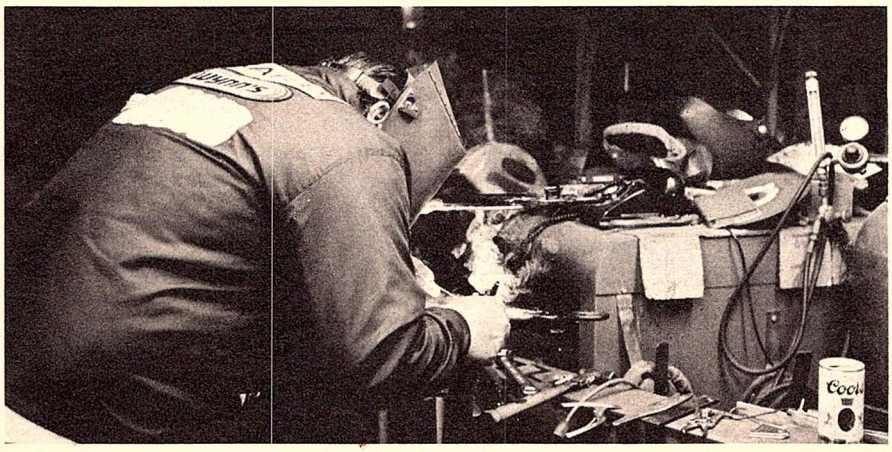
The swingarm is removed and the fiber bushings are replaced with special bronze units.



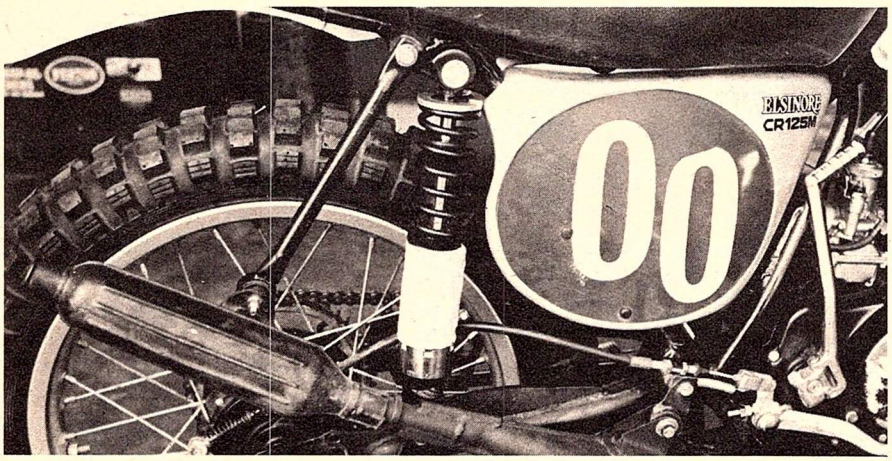
A swingarm channel is cut from 3/16 stock and a hole is drilled for forward location of bottom shock mount. A precise bend is made in the channel to follow the contour of the swingarm. The latest in modern, sophisticated equipment is used here.



The channel is heliarced to the swingarm and a second mounting tab is located with a jig.



A second weld is made and the operation is repeated for the other side.



The swingarm is reinstalled using 12.9-inch Konis with 90, 100, 110 or 120-pound springs, depending on the rider. Arnaco "Specials" are also available. The lower section of the spring is taped to avoid fouling the brake cable.

The swingarm modification costs $29.95, using your swingarm. Shocks, springs, swingarm bushings and air filter are extra. The address of Cycle Products West is 11900 Pico Blvd., West Los Angeles, California 90025. Next month: blueprinting the CR125 engine. Can't wait. *

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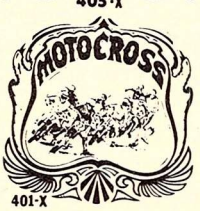

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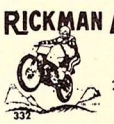

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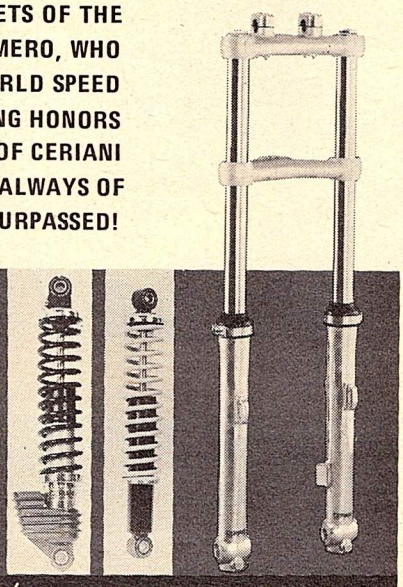

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WOLSINK

Continued from page 21

Europe, because Holland is so specialized in circuits and tracks — all sandy tracks, you don't find any in the rest of Europe like that, not even in the States. So when you are in the top in Holland, the champ, you are still a Junior, a novice in the FIM in Belgium, Austria or Germany. So, you have to improve yourself, to learn; when you go for the first time in other countries, you realize you have a lot to learn. You get there and you have to fight for 20th place and here you've never had to fight for first. You are not used to mud, grass, or to stones or things like that, or to steep hills, because we don't have any hills in Holland, it's all flat and sandy. That is the problem for Dutch MX riders, because you have to look across the border and that costs money. It costs time and money to go outside and that's why not so many Dutch riders are at the top, the world top. It's just Pierre and me. Pierre was a traveler, a full pro in '69, the only Dutch full pro rider at that time. He just raced

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MX, that's all he did, and he traveled a lot — that's why he learned so much. And I came after him. But in Holland I always beat him, except in '72 and a couple of years before.

MXA : Many European say, now that Pierre has done well in the States, they feel that he might have lost his top form.

WOLSINK: Yes, we thought he should have lost his top form in the States, because when we saw him at the Carlsbad GP he wasn't so fast. But in the Trans-AMA, he was very fast, though very consistent. The Trans-AMA is for him the World Championship. For us it's an extra race, but we don't take risks because the main job is done. But for Pierre and the other Americans, it is the World Championship.

MXA : Publicity?

WOLSINK: Ya, publicity. It's the Trans-AMA, Americans against the Europeans. But Pierre was never really good in GP's in Europe. I think the highest position was tenth or something. Like in Switzerland, the MX des Nations,

Continued

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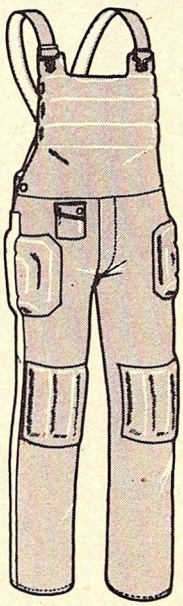

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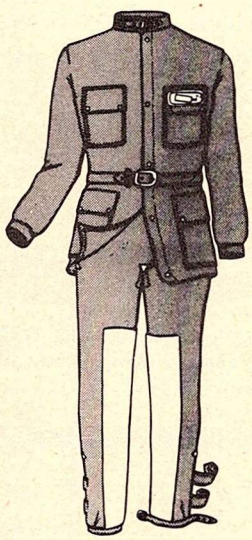

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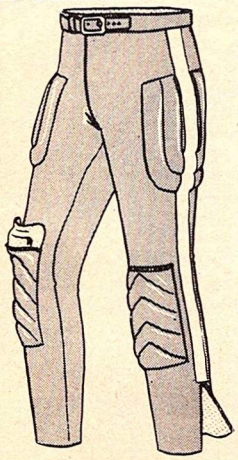

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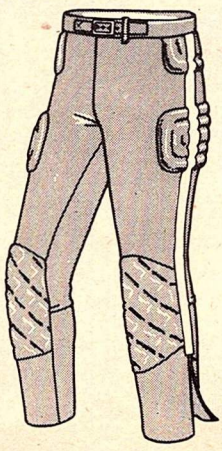

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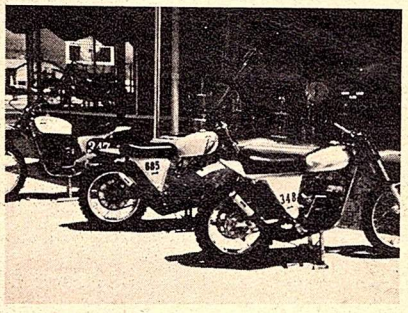

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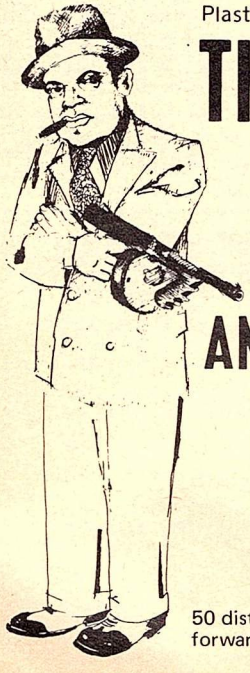

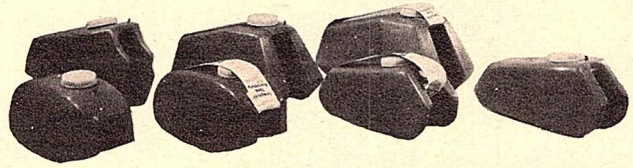

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WOLSINK *Continued*

I think he could have made a 12th or 13th place, maybe better now; but before it was impossible.

MXA : Do you think for him, that he made the right move staying in the States?

WOLSINK: He made exactly the right move. He was the first man who understood the big chance for Europeans in the States. The American importer, U.S. Yamaha, U.S. Suzuki, U.S. Honda — they offered many Europeans money, but nobody really realized how much money you could make in the States, the big chance there. Then Pierre saw the big chance and Yamaha offered him a contract, because he did a good job riding Kawasaki in the last two or three Trans-AMA in '72. Yamaha was also interested because he was a European. You can just go stand in the pits, and do like this: "I want to stay in the States", and they just hang on you. I said it just once to a mechanic, "Oh, maybe when they make a good offer, maybe I'm interested in staying," and they all came — Honda, Suzuki, Yamaha, all trying to get

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information. Pierre did right, exactly right, at the right time, because he was the King when he came there and he improved. When you want to stay in the States, you must get with the Japanese, not with Maico. Maybe Husqvarna, but say he raced with Maico, he may have had the same results, maybe better, but he wouldn't have had the publicity, because Maico doesn't have it. When you race Yamaha, all the people know you... they've got the most money.

MXA : Will other Europeans follow?

WOLSINK: Ya, I think so.

MXA : Are Europeans relaxed when they travel in the States, like they are in Europe, do you feel relaxed?

WOLSINK: Ya, I always feel relaxed. Even on my bike, I feel relaxed and just take it easy, as smooth as possible, as easy as possible — not to make, to need, too much power.

MXA : Do you find it harder to get used to the tracks in the States?

WOLSINK: European tracks are more difficult, American ones are more prepared, laid out, from left to right the same. But in Europe, especially Switzerland and France, they just lay down a track somewhere, and you must just find your way around and that's interesting and very difficult. In the U.S. it is not so difficult. Many times there is just one fast line in the whole track. In Europe, most of the time, there are two or three. But in the States, it's just through to the berm, gas it, next berm, gas it, like that. They work the track a lot, you get your lenses dirty, it's difficult to see, difficult

Continued

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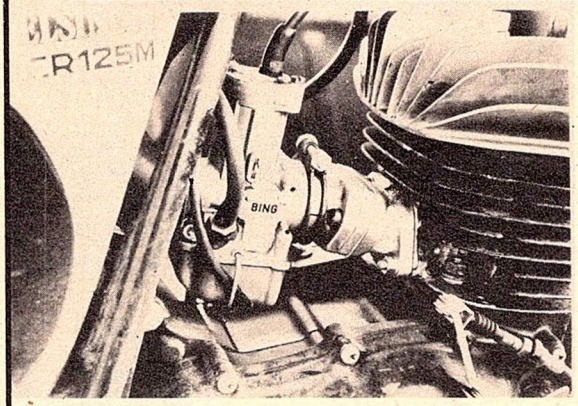

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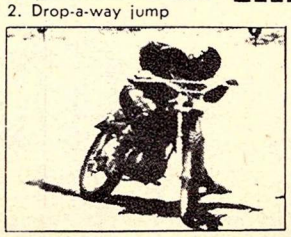
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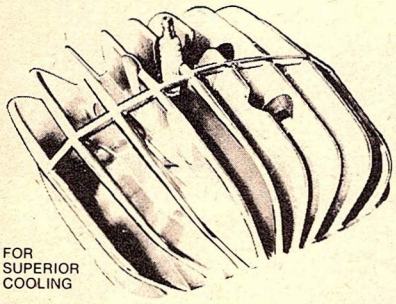

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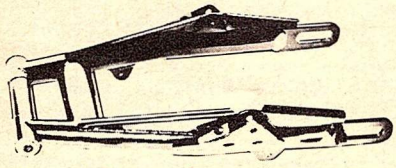

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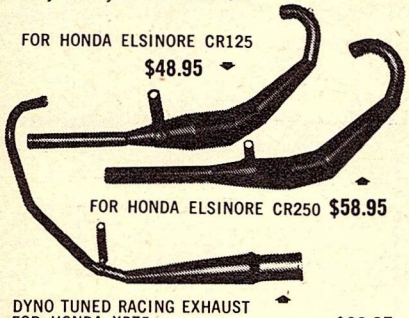

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WOLSINK *Continued*

to follow — but I like to race there.

MXA : How did you feel about the stadium racing, like the Philly Bowl?

WOLSINK: I won the Philly Bowl. Oh, I don't like the system, because they don't pay start money, just prize money. They want us to make a circus, but don't pay us; only the winner and the top few get money. That's good when everyone has a fair chance, but not on a course like the Philly Bowl. But they do it. It's OK when a lot of people are watching or if it is on TV, then I'm interested to race. But I want to be paid as an artist for my performance. Not just to win.

MXA : You knew to win this one you had to be first into the first corner.

WOLSINK: No, but you had to be with at least the first four or five. After that there was always a big crash, you knew that, so I just zapped it and was first or second. After that I could get my good position on the starting gate, and I made two good starts. I like tight

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courses, not just fast ones. But unless they have start money next year, I don't come — and I think most riders agree.

MXA : Last year in the Austrian and Luxembourg GP's, the riders refused to ride because of the condition of the tracks. Will the European GP Riders' Association work as a group to get what they want?

WOLSINK: Yes, but the goals for the Association as far as racing in the States are few. The racing in the States is already professional, not so much to improve. You can all the time talk to them, like Light Brown; you can give suggestions for track improvement or safety and it was done. The tracks were safe and wide, there were good hotel accommodations, everything was professional, there was not so much to complain about. But here in Europe, that's the biggest problem. The tracks are not safe, and the starting areas

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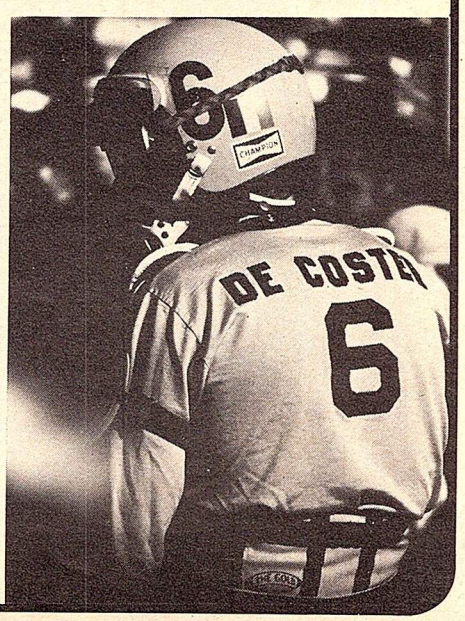

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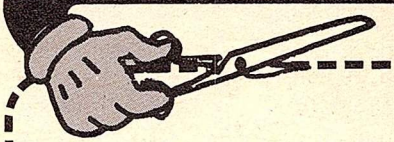

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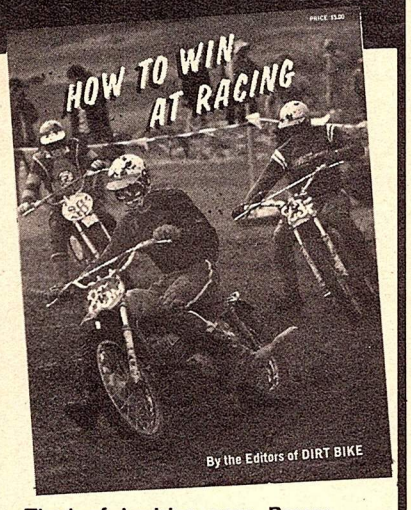

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WOLSINK *Continued*

are too small. It's a bad scene.

MXA : In Europe then, you are more on your own. If you are a works rider, the factory supports you with machines, mechanics and parts, but as far as traveling around, you have to do it yourself?

WOLSINK: In the states the approach is more professional right away. They do it right from the start. For example, they have a sign-up and you can make reservations and you know it a long time before. But in Europe, that's where the Association is making progress.

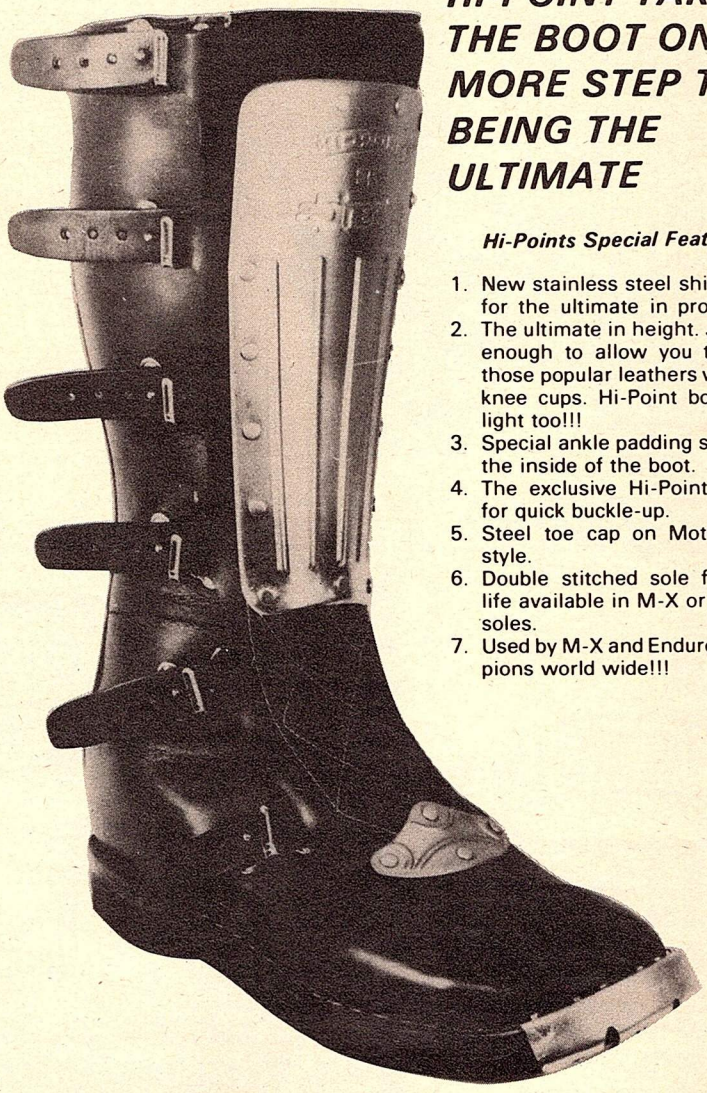
MXA : So, in other words, you feel that race organization in the States is good?

WOLSINK: Yes, more professional. Every Sunday, you have the same referee, same tech man, same staff.

MXA : How does the setup differ in Europe?

WOLSINK: Each country has its own delegate, one man — an older man — who one time a year is the president and... it's stupid, because there are so many

HI-POINT



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different countries, so many different languages and customs.

MXA : How do you feel about your contract with Suzuki and you and Roger being teammates?

WOLSINK: Oh, I have good hopes, maybe not for the Championship, but to get a high place at the end. And, ah, it's difficult to tell; but Japanese bikes are always at the top. I got an offer and I want to see how I can do.

MXA : When did you first start working with the bike?

WOLSINK: Oh, in February.

MXA : Are you pleased with it?

WOLSINK: Ya, I really enjoy riding now with the Suzuki. It feels really good.

MXA : What other training do you do besides racing?

WOLSINK: I ride just one time a week.

MXA : Only one time?

WOLSINK: Ya, one afternoon. And Sundays of course, I race. And physical training two times a week; running, gymnastics, just special for MX. The trainer made out a special program for MX,

Continued

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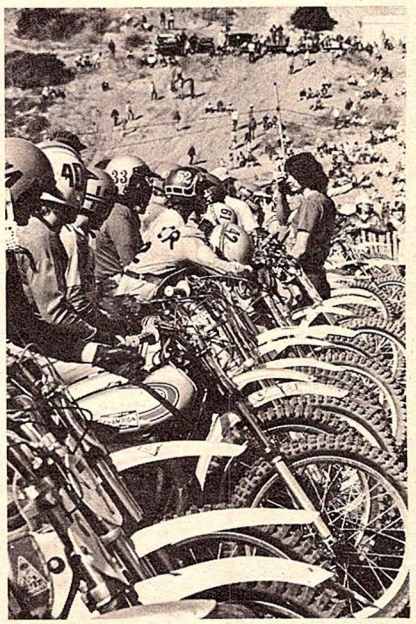

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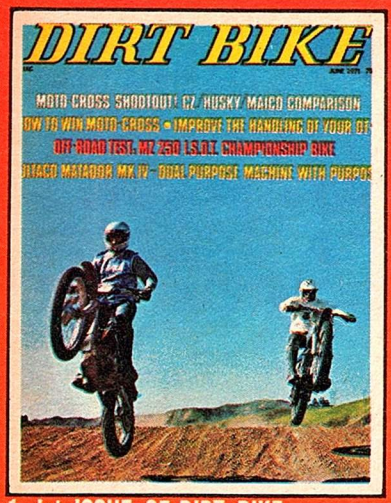
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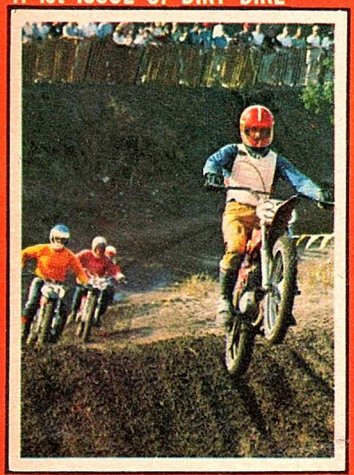

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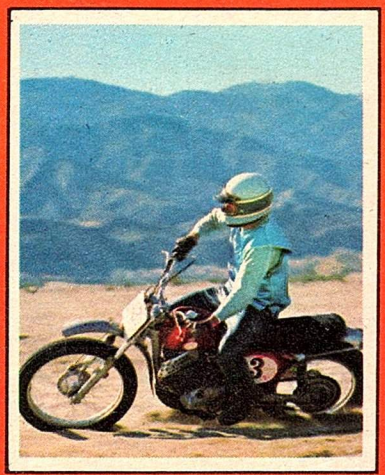

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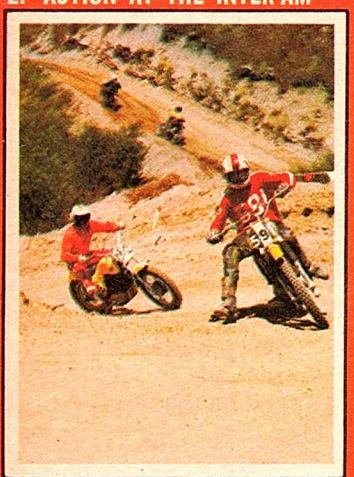

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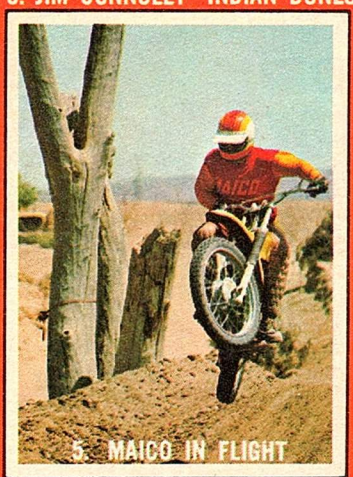

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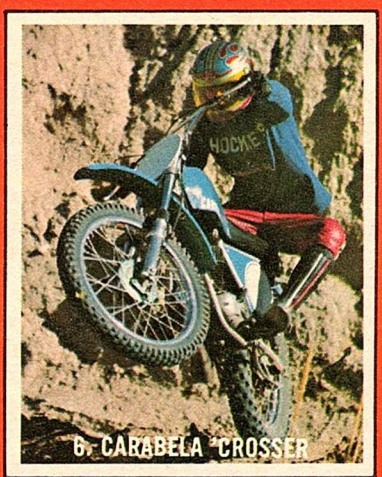

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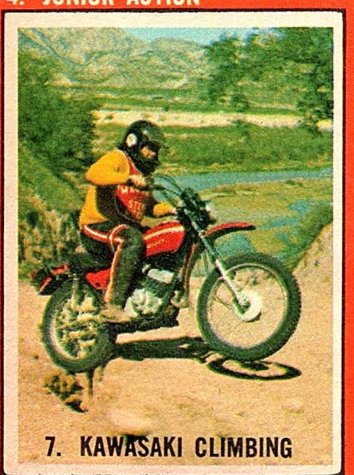

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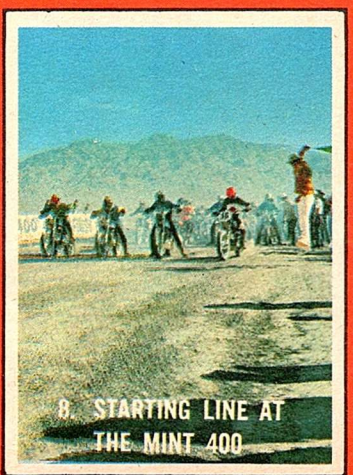

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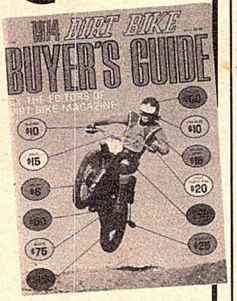

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WOLSINK *Continued*

what you need, so I practice two times a week. That's all, but that's enough. In the summer when the GP's start, I don't even practice during the week on the bike. You have to race every Sunday, and to practice during the week would be too much. I think about the bike during the week, but I don't ride. In the U.S. during the series we just raced on Sundays. In the week, we went sightseeing or something. . . drinking beer.

MXA : You feel it helps you to get away from it, to come to it fresh?

WOLSINK: Ya, then you want to race. I do a race every Sunday since February — that's a long time. So that's why I don't practice during the week. It becomes. . . you'd hate your bike.

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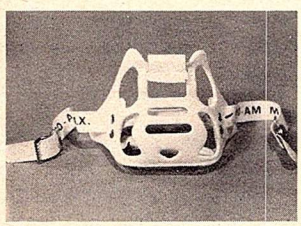

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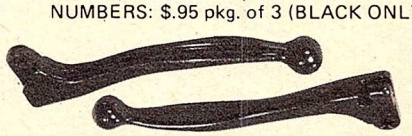

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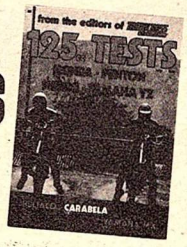

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WOLSINK *Continued*

time, the rest is just business. You enjoy it, but you're not really hungry.

MXA : What about the start? Are you hungry when the gate drops?

WOLSINK: Ya, the start. With me, when I am fourth or fifth into the corner, then I gas it, but when I'm in the middle I close the throttle down. I go behind, as fast as possible, smooth and easy, and I know I'll come far to the front at the end of 40 minutes and I won't be too tired. But when I'm in front, and really have a chance to lead, then I know there are others behind me and I really try to gas it. If someone is in front, I just follow and try to find a spot to pass.

MXA : Is there some feeling you have about racing every Sunday with the same people, that is, that it's different when you go to the States and aren't familiar with all the riders? Are you more cautious in the States, because you don't know the riders?

WOLSINK: Well, we know the riders, though not all of them. Now they are not really competition for us for the whole

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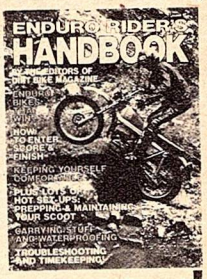

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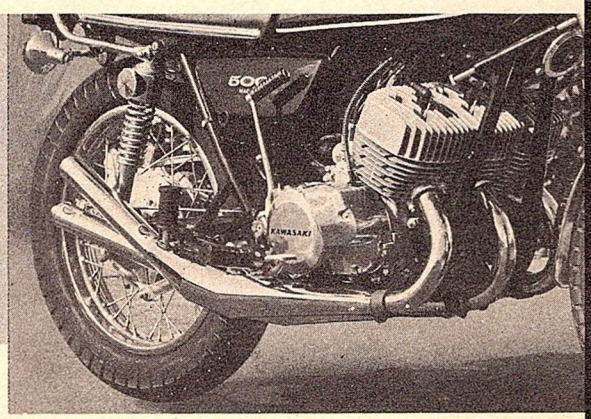

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race, maybe for the first part, but not the whole 40 minutes. But they are improving a lot. Maybe this year in the Trans-AMA it will be harder. More riders like Hartwig, Hart, Semics, Lackey, Weinert, Jones, Grossi, Tripes. They are all young, and I saw the support class 250s — all 16 or 17 years old, with their own mechanics, all with factory sponsored vans, spare parts, spare engines, spare bikes. We don't know that in Europe. We just get a works mechanic. The Trans-AMA was the first time in my life that I had a full-time mechanic with me, at my side all the time — the first time. I'm not used to that. And then in the States, you see every young rider that can gas it and make a wheelie with a works ride. I don't think they realize how much easier it is in the States. In Europe it is more difficult to get a works ride, a mechanic, a good start. You can buy it in the States much cheaper. MX bikes for $1000 or $1500. Here it is Dutch Gilders 6000. (Dutch Gilder: $1.00=2.77 DG.)

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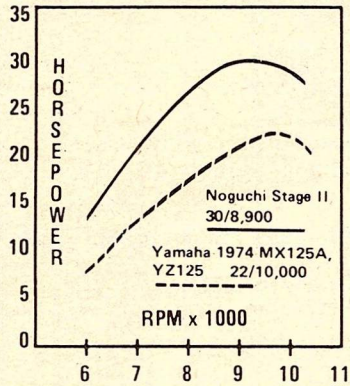

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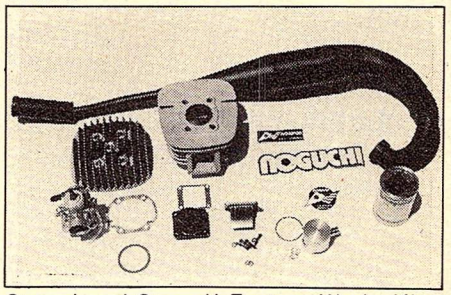

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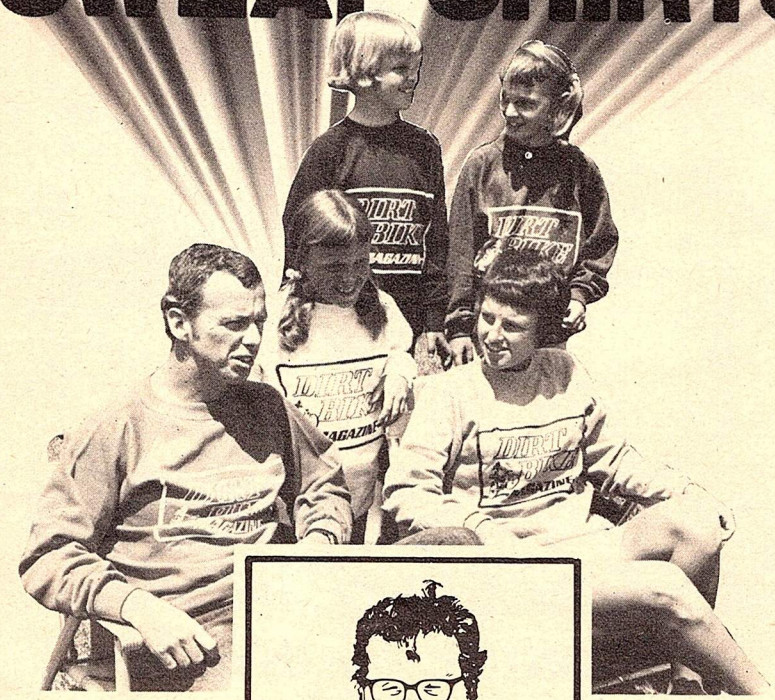

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WOLSINK *Continued*

WOLSINK: I'm 27, and very young for Europe, but in the States I felt like an old man. All the riders are 21 or 23 or something. The Europeans know their bikes, they know how to make an MX bike. Americans are so young, they buy what they need. They take life so much easier; they are so much younger than we are. Nobody is married or has children. It's more relaxed for them. We are more serious for the job. It's a long way to the top, because European tracks are so difficult and things change. It's difficult to find good hotels, food. When you go to France there's a different language, a different people.

But in the States you have McDonald's, Jack In The Box. The hamburgers in New York, California, and Florida are all the same; the milk shakes are the same. Holiday Inn, Ramada Inn — the same. Everyone speaks English, no problems. Just go and say, "I want a hamburger," and, hey!, you get a hamburger the same as a thousand miles before. So it's easier to get around. A long

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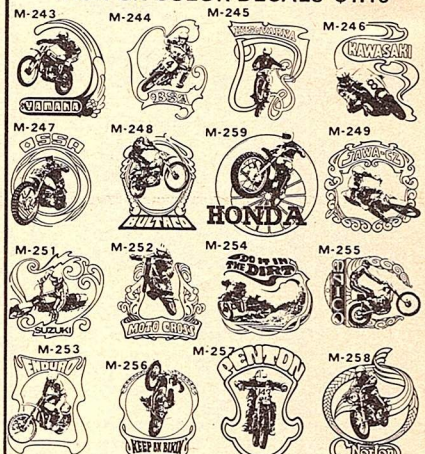

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way to travel; but they get good support, the young riders in the States. I've seen it.

It's so different. So many riders and so many races in the States, and only the winner gets money. In Europe the first ten make start money. At Lexington I finished ninth and got $80! That's bad!

MXA : And what about the Europeans versus the Americans? That's the big thing now, you know.

WOLSINK: Until now the Europeans beat the Americans, but soon an American will start winning. Hartwig, Weinert, Jones — all are fast, consistent. Brad Lackey is too, and Jim Pomeroy — don't forget him. And Marty Tripes is a natural talent.

MXA : Do you think Americans approach motocross differently?

WOLSINK: Americans make more fun at races, like riding mini bikes. Me, I'm afraid I'd crash a mini and break my leg or tear my knee or something. They think it (fun) is more important than they are. The Americans enjoy life in a completely different way. They

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* * *

WOLSINK: I'll stay with racing as long as it feels good but as soon as I have no more success in GP's, then I'll stop. When I think that I've reached my top level in Europe — I don't know if it'll be first or third or what — I will do something else, perhaps think

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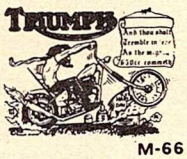

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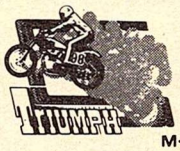

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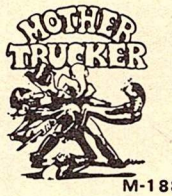

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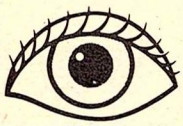
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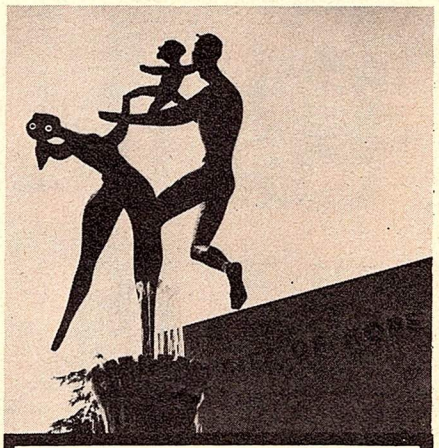
about going to the States for a while. But I will always stay with motorcycles. It's part of my life; you cannot put it aside. It's impossible. Maybe I'll be a journalist, or the manager of a team. You know, the European public is more deeply interested in motorcycle racing (than the U.S. public). It's been a national sport for so long. *



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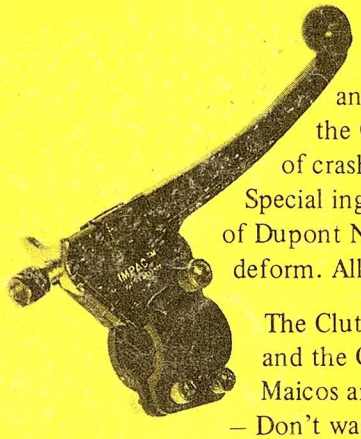

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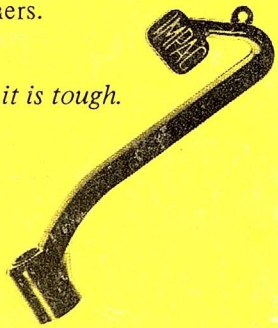

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